DOCUMENT RESUME

ED 218 294 TM 820 297

AUTHOR Kouimanos, John, Ed.
TITLE Geography Library of Test Items. Volume Four.
INSTITUTION New South Wales Dept. of Education, Sydney (Australia).
REPORT NO ISBN-0-7240-4448-5
PUB DATE Feb 79
NOTE 96p.; The Library of Test Items series includes TM 820 287-302.

EDRS PRICE MF01/PC04 Plus Postage.
DESCRIPTORS Foreign Countries; *Geography; Industry; *Item Banks; *Multiple Choice Tests; Secondary Education; *Student Evaluation; *Test Construction; Urban Areas
IDENTIFIERS *Assessment Instruments; *Australia (New South Wales)

ABSTRACT

As one in a series of test item collections developed by the Assessment and Evaluation Unit of the Directorate of Studies, items of value from past tests are made available to teachers for the construction of unit tests, term examinations or as a basis for class discussion. Each collection was reviewed for content validity and reliability. The test items meet syllabus content and aims best suited to multiple choice questions, but teachers are meant to base the use of the test items on student ability and the particular program objectives. The characteristics of industrial and urban landscapes throughout the world are presented in the fourth volume of geography test items. Additional cultural landscape material is in TM 820 296. Answer keys are provided with guidelines for test construction. Tables, maps and diagrams illustrate many items. (CM)

**********
* Reproductions supplied by EDRS are the best that can be made *
* from the original document. *
**********

ED218294

New South Wales **Department of Education**

# GEOGRAPHY

# LIBRARY OF TEST ITEMS

U.S. DEPARTMENT OF EDUCATION
NATIONAL INSTITUTE OF EDUCATION
EDUCATIONAL RESOURCES INFORMATION CENTER (ERIC)

☒ This document has been reproduced as received from the person or organization originating it.
☐ Minor changes have been made to improve reproduction quality.

• Points of view or opinions stated in this document do not necessarily represent official NIE position or policy.

"PERMISSION TO REPRODUCE THIS MATERIAL HAS BEEN GRANTED BY

J. Cook

TO THE EDUCATIONAL RESOURCES INFORMATION CENTER (ERIC)."

TM 820 297

## VOLUME FOUR

Published by
The Directorate of Studies
New South Wales Department of Education

February 1979
ISBN 0-7240-4448-5

GEOGRAPHY

LIBRARY OF TEST ITEMS

Comments are invited from Social Sciences Departments regarding their

1. use of the Library of Test Items in Geography in the evaluation of student achievement.
2. needs in the evaluation of student achievement in Geography Years 7 to 10.

With this current instalment, the Library now contains five volumes which together provide multiple choice test items covering a wide variety of Geographic themes appropriate for Years 7 - 10. Although the major areas of themes of School Certificate Geography have now been covered by the library, it is by no means exhaustive. Current work on the Library will provide additional volumes which should be available to schools during 1980. The themes being prepared are:

- Mineral and Energy Resources.
- The Changing Natural Environment.
- Different Worlds (U.S.A. JAPAN, U.S.S.R. CHINA)

However the further development of the Library beyond the major or common content areas, requires some identification of other themes or topics explored by schools.

Your response to the questionnaire below will be of considerable value to us in determining the direction which the Library of Test Items Programme should take if it is to continue to provide support resources for the evaluation of student achievement in Geography Years 7 to 10.

The completed questionnaire should be returned to:

Mr. J. Kouimanos,
Subject Officer (Geography),
School Certificate Development Unit,
Box 460 P.O.
NORTH SYDNEY. 2060.

TEACHER RESPONSE SHEET SCHOOL: _____

1. Is the Library of Test Items being used in your school? Yes/No

2. How is the Library of Test Items being used in your school? (Although the Test Items have been specifically designed to provide items for teachers to construct tests for the evaluation of student achievement, there may be schools who have adapted and are using them for other purposes). The test items are being used in our school:

A. to construct tests for the assessment and ranking of students. Yes/No

B. to construct tests for diagnosing class strength and weaknesses with respect to topics or themes. Yes/No

C. to construct tests to determine the extent of mastery of given topics/objectives. Yes/No

D. as a source of classroom teaching resources. Yes/No

E. other : please specify. Yes/No

_____

_____

3. Of the uses indicated above what is the main use of the test items in your school?

A, B, C, D, E ☐

4. Is the layout of questions suitable for reproduction and printing in your school.

The layout of questions is

suitable for reproduction and printing. Yes/No
barely adequate for reproduction and printing. Yes/No
unsuitable for reproduction and printing and has discouraged use of the test items. Yes/No

5. Please indicate how improvements could be made if improvements are necessary.

_____

_____

_____

6. What type of equipment is used in your school for the reproduction of test items for classroom use?

_____

7. Are the comprehension passages used as stimulus material suitable for students in your school?
The comprehension passages used for the test items are generally

satisfactory in terms of length and complexity. Yes/No
too long. Yes/No
too complex. Yes/No

8. Are the maps, graphs, and charts used as stimulus material suitable for students in your school?

The maps, graphs and charts used in the test items are generally

| | |
|---|---|
| suitable. | Yes/No |
| barely adequate. | Yes/No |
| unsuitable and have discouraged use of the test items. | Yes/No |

9. Please indicate how improvements could be made if improvements are necessary.

10. Are there topics or themes which you feel could be developed along the same format as volumes 1 to 5 for future instalments of the Library? If so list them below.

11. In the light of your needs in the evaluation of student achievement, are there any new directions which you consider the Library of Test Items should follow?

12. What are your general impressions regarding the usefulness of the Library of Test Items for the evaluation of student achievement in Geography Years 7 to 10.

GEOGRAPHY

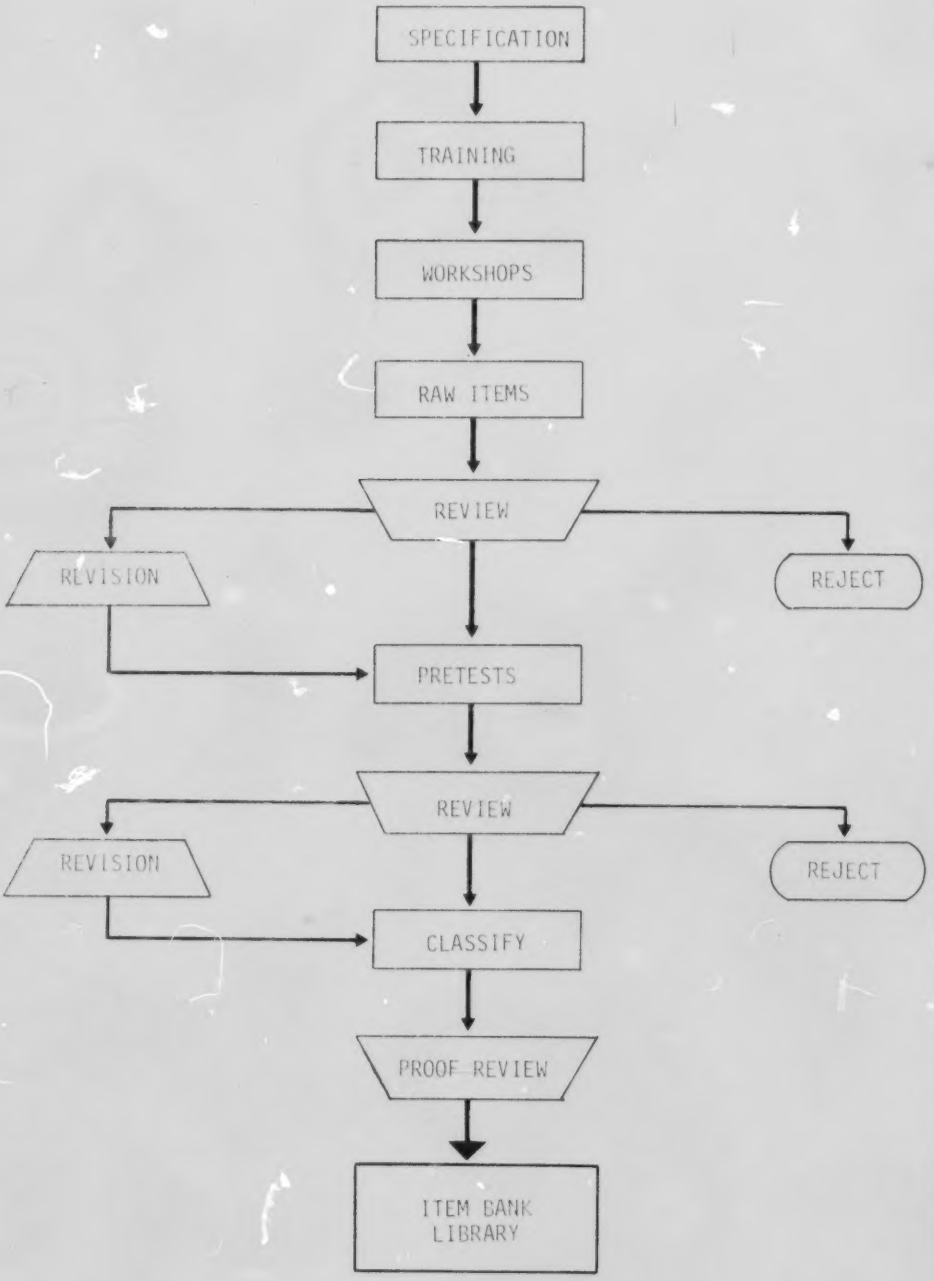
LIBRARY OF TEST ITEMS

CONTENTS


| | | TOPIC CODE |
|---|---|---|
| VOLUME 1 | | |
| | General Features of Natural Landscapes | A |
| | Equatorial and Tropical Rainforests | B |
| | Hot Dry Deserts | C |
| | Tropical Savannas | D |
| VOLUME 2 | | |
| | Mountains | E |
| | Coniferous Forests | F |
| | Tundra | G |
| | Mapping | V |
| | Weather and Climate | W |
| VOLUME 3 | | |
| | General Features of Cultural Landscapes | H |
| | Monsoon Asian Landscape | J |
| | Mediterranean Rural Landscape | K |
| | Mid Latitude Commercial Farming | L |
| VOLUME 4 | | |
| | Industrial | M |
| | Urban | N |
| VOLUME 5 | | |
| | World Development | P |
| | Population | R |


* Mineral and Energy Resources will be published as a separate volume - Volume 6 and will be distributed to schools in term 3 1979.

GEOGRAPHY ITEM BANK DEVELOPMENT PROCEDURES



## THE GEOGRAPHY ITEM BANK

This volume of test items is an addition to the three already available to schools. The collection is intended to provide teachers with an increasingly useful resource for the classroom testing of students in Geography in Years 7 to 10.

At this stage only multiple choice items are included. This is to satisfy the immediate need of providing a service for teachers in the area of test construction where many experience greatest difficulty. Good multiple choice items involve time for and expertise in writing, reviewing and editing. Each of these processes involves different skills and these skills are best carried out by different groups of teachers. For these reasons a school staff would not normally be in a position to develop such a library of test items themselves.

## TEACHER INVOLVEMENT

These procedures have involved a large number of teachers from both Government and non-Government schools over the past three years. The workshops and review committees are composed of practising teachers and the pretests have been conducted in both city and country schools. The emphasis on the use of classroom Geography teachers has been deliberate in order to ensure that the Bank presents a representative cross-section of ideas which currently pervade the teaching of Geography in Years 7 to 10 in N.S.W. schools.

## QUALITY CONTROL

To ensure quality only those items which successfully passed through the item bank development procedures have been included.

Review committees at three stages as well as sharing in the general editing, also checked each item for content validity. Pretests were used to see how items worked in the field. They help in the elimination of ambiguity and are used to establish the efficiency of the items as measuring instruments of student achievement. Three of the major statistical criteria used for the pretest analysis are:

(i) Item Facility: The facility index measures the proportion of the sample candidature who answered the question correctly. It is a measure of difficulty of the item for the sample candidature. Items in this collection have a facility index of between .30 and .85.

(ii) Item Discrimination: This index measures the degree to which success on the item is correlated with success on the total test of which the item is a part. A commonly used index of discrimination is the point-biserial correlation co-efficient. Items in this collection attained a point-biserial correlation co-efficient of at least 0.25. This means that on the pretest, each item added significantly to the total score information about the relative achievement of the candidature.

(iii) Distractor Efficiency: Within each item, each distractor was chosen by at least 5% of the total candidature, except in the case of very easy items, where an even spread of respondents was sought.

For a test to be reliable, other features apart from these three should be considered. However, the proven quality of these items, as measured by these three criteria, makes it highly likely that tests composed of items from this collection and administered to appropriate classes will be a more reliable instrument, and provide more information about students than teachers could normally produce.

## TESTING WITH MULTIPLE CHOICE ITEMS

The items are designed to provide more reliable information about the students:

- knowledge of subject content
- comprehension of data - the translation and interpretation of data
- ability to select and apply data in problem solving
- ability to analyse data
- ability to synthesize data

It is obvious that this library concerns itself with the cognitive educational objectives only. This is in no way to suggest that the affective domain objectives are of lesser importance. However, there is yet to be produced any conclusive evidence that such objectives can be measured by this form of testing in Geography. It is acknowledged that some objectives such as

- the ability to synthesize data
- the gathering, recording and organization of data
- problem solving
- making value judgements;

are best evaluated by other instruments such as extended free response, restricted free response, research projects, etc. In addition, the course document, Geography Years 7 to 10 specifies some objectives in the form of knowledge, skills and values, which are better suited to testing by methods other than multiple choice items. Consequently, this library is unlikely to be balanced in its coverage. In no sense, therefore, should this collection be regarded as defining topics, scope or the difficulty level of what is to be taught. These decisions must lie with teachers in the classroom who are familiar with the interests and abilities of their students, and the objectives of their programmes. Similarly, any programme of evaluation of student achievement should not be confined to multiple choice items alone, but should incorporate a variety of testing instruments.

All teachers would acknowledge their responsibility to make decisions and judgements regarding their students. Any assistance which can be provided to the classroom teacher to assist him in obtaining more and better data on which such decisions are based will enhance the evaluation of students' achievement.

## USES OF THE ITEM COLLECTION

It is suggested that items might be used for the following purposes:

(i) As a source of ideas for topic, unit, term tests, the results of which provide some of the information for the ranking of students for report and certification purposes. Items in the library will give a good spread of scores and significant discrimination between students, and thus should minimise a bunching of students around the middle of the scale.

(ii) As a source of items for the construction of tests which will detect individual and class strengths and weaknesses. If the library is to be used for such diagnostic testing, the teacher must be aware that the library was not specifically designed for such testing. With careful selection, it may be possible to construct tests which measure a degree of skill in a prespecified objective.

(iii) As a source of ideas for in-school item construction.

(iv) As a basis for classroom discussions (it should be noted that stimulus material was NOT designed for use with the overhead projector. The letter size used in typing items would not be legible at more then 4 metres from the screen in an average classroom).

TEST PREPARATION USING THE ITEM BANK:

Two copies, punched for ring-binding, are sent to each school - one for cutting up to produce a "printing master" and another to be left intact as a master file. If the cut-up items are used carefully and stored suitably, they should be able to be used many times for making printing masters. (See "Preparation of Printing Masters".) It is suggested that large envelopes be bound in the ring binder to store cut-up items.

In the typical presentation of multiple choice questions in this bank:

- the stimulus or general data is provided
- the stem or question is asked
- four alternatives or options to the stem are provided
- the key is the correct alternative
- the distractors are the remaining alternatives.

. Items in the library may be reproduced for classroom use in any form desired by teachers. To facilitate the preparation of printing masters, particular attention has been given to both the diagrams and layout of items.

. The keys or answers to questions are provided at the end of each topic.

. The order, groupings or sub-groupings of questions are not designed to reflect any suggested order of treatment but rather to facilitate the publishing of the questions.

. It will become evident that it has been impossible to locate all questions in small watertight compartments. Questions on a particular concept or area of content may be found in more than one category.

. The numbers allocated to items are intended only to identify the items. Space has been provided for teachers to include their own numbering of questions e.g.

Questions to (H42 to H49) refer to ...

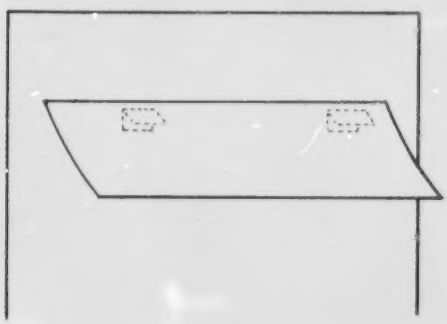
Preparation of Printing Masters

This method is recommended as it allows the prepared master to pass through a typewriter for the addition of page and question numbers etc. and prevents the elcctric scanner "reading" sticky tape patches and top edges of cut items.

1. Type your test heading on a blank page.

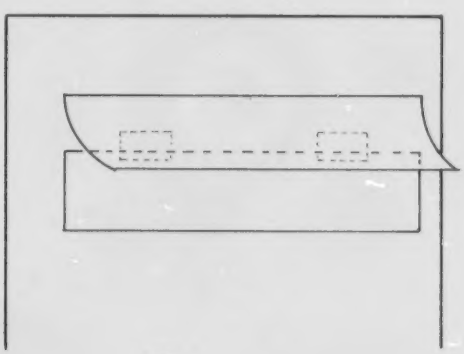
2. Cut out items carefully. Always cut *very* close to and *below* the lines which separate questions.

3. Fix question 1 in position, "stamp-hinge" style:



4. Slide the top edge of Q.2 under the bottom edge of Q.1, and position Q.2 correctly.

5. Holding Q.2 in position, lift the bottom edge of Q.1 and tape Q.2 in position, so that when Q.1 is allowed to sit flat again, it completely covers the tape used to hold Q.2. Q.2 should be fastened by its top edge only



6. Stick Q.3 in place as described for Q.2 in (4) and (5) above.

7. Number all the questions (gaps have been left in the instructions for a set of questions, for the inclusion of your question numbers e.g. Questions to (G93 to G96 are based on the graph below).

ACKNOWLEDGEMENTS

Editorial and Review Committees

| | | |
|---|---|---|
| Mr. D. Bliss | - | Inspector of Schools (formerly Ashcroft High School). |
| Mr. R. Graham | - | Parramatta High School |
| Mr. K. Hannan | - | Jannali Girls High School |
| Mr. J. Kouimanos | - | Directorate of Studies |
| Mr. D. Mitchell | - | Castle Hill High School |
| Mr. N. Mitchell | - | Hurlstone Agricultural High School |
| Mr. J. Morrison | - | Elderslie High School |

Special acknowledgement is also due to Mrs. C. Burke who was involved in the initial development work of this project.

Comments and Criticisms

Comments and criticisms from teachers are welcome. All correspondence should be addressed to:

The Subject Officer (Geography),
Directorate of Studies,
Department of Education,
Box 33 G.P.O.,
SYDNEY NSW 2001

* * * *

INDUSTRIAL LANDSCAPE

Questions to (M1 to M7) refer to the passage shown below.

THE INDUSTRIAL CITY

With the Industrial Revolution, civic pride withered, the very connotation of the word "city" changed. Before 1776 it had an overtone of grandeur: the phrase "Heavenly city" seemed not to be a contradiction in terms. Had the Bible been written after the Industrial Revolution, paradise would not have been a city - whatever the paving of the streets. Slowly, but certainly, a reference to a city became a reference to something not grand, but sordid.

There was much about the industrial city, to which we now come, which assured this reputation. The people of its factories were a utility - a servo-mechanism. They were important only for their efforts, and this was not diminished by their being shabby, unwashed, rough of manner and ripe of smell. These attributes minimised personal expenditure - living costs - and, in the industrial city, men sought not elegance, but low cost. Nor was this entirely to be deplored, the industrial city, like its predecessors, produced goods in quantity for those who were also poor.

The people of the industrial city were not very beautiful, nor was their housing. Nor - a commonplace point - were the processes by which goods were made. On the contrary, these almost invariably involved smoke and grime, for coal had to be dug and washed, ore had to be fired, steam-engines had to be refuelled; and all of these operations spread filth.

In considering the effect of economic growth on our surroundings, on the environment, we might remember that industrial progress has been a remarkably steady march from foul processes to clean - from dirty coal to clean gas, from dirty foundries to clean controlrooms, from the belching steam-engine to the wholly antiseptic electric motor. We now have pollution, not because industrial processes are dirtier, but because we produce and consume so much more. But early industrial processes were dirty, and the industrial city was rightly thought squalid.

Finally, among the things affecting the character of the industrial city were the industrialists. The merchant had to be, like his customers, a man of some style and taste; users of coal and steel and chemicals and machinery were not concerned with style, only with cost and performance. And the early consumer products of the industrial city - cloth and more cloth and cheap tin trays - were not stylish either.

So, the early manufacturer was, like his products, solid, efficient, without grace. He built his house above the mills, and it too, was solid and often ugly. But beauty is in the eye of the beholder.

Source: National Times 1/10/77

An initial impact of the Industrial Revolution on cities was to

1. reduce the total amount of air pollution.
2. change once clean urban environments into areas of squalor.
3. allow industrialists to build fine mansions at great distances from their factories.
4. force working people into rural areas for employment.

M1

The major function of early industrial cities was to

1. provide comfortable housing for displaced rural workers.
2. produce high cost goods for wealthy merchants.
3. mass produce cheap goods for sale to a poor populace.
4. mass produce high cost goods for export.

M2

---

The squalid conditions existing in early industrial cities were caused by the

1. slow growth of the mining industry.
2. methods used to obtain raw materials and low cost housing.
3. spending of excess monies on pollution control and high cost of housing.
4. efforts to provide adequate education and health services.

M3

---

"The people of its factories were a utility". This means they were

1. inclined towards maintaining high standards of personal hygiene.
2. required to live in houses built above the mills.
3. important only because of their roles in the production process.
4. regarded by the merchants as their social equals.

M4

---

Typical consumer products of the early industrial cities were

1. coal and tin.
2. chemicals and cloth.
3. paving and tin.
4. cloth and tin.

M5

---

The major impact of economic progress on industrial areas has been to

1. increase the range of dirty processing methods.
2. increase the use of dirty sources of power.
3. decrease the amount of consumer goods available.
4. decrease the range of dirty processing methods.

M6

---

The manufacturers and merchants respectively represent

1. primary and tertiary industry.
2. tertiary and service industry.
3. secondary and tertiary industry.
4. secondary and primary industry.

M7

---

Industry is usually found in association with which other type of environment?

1. Equatorial rainforest.
2. Coniferous forest.
3. Desert.
4. Urban.

M8

---

Transport is an important industrial location factor because it

1. employs many people.
2. is a part of production cost.
3. needs constant maintenance.
4. is provided by government.

M9

---

Industries whose locations are mainly influenced by water transport are

1. all related to minerals.
2. those where bulky raw materials are handled.
3. found where many consumers are needed.
4. all near capital cities.

M10

---

Fruit canning is normally located near

1. large capital cities.
2. the coast.
3. railway lines.
4. orchard areas.

M11

---

Industrial expansion is usually accompanied by

1. improvements in transport facilities.
2. increased unemployment.
3. reduction in capital expenditure.
4. reduction in pollution control costs.

M12

---

The most important factor influencing the original location of the U.S. iron and steel industry was

1. close proximity to high grade coking coal.
2. access to markets in Western Europe.
3. access to a suitable labour supply.
4. the presence of tidal water frontages.

M13

---

In which of the following types of industry are raw materials converted into finished goods?

1. Tertiary.
2. Mining.
3. Secondary.
4. Primary.

M14

---

Which one of the following people is engaged in secondary industry?

1. Coal miner.
2. Wheat farmer.
3. Bank teller.
4. Car assembly worker.

M15

---

Questions to (M16 to M20) refer to the passage shown below.

Appearance of the Industrial Landscape

In many parts of the world, the appearance of the industrial landscape is distinctive. Typical of the scene are factory buildings, tall chimneys, power lines, railway tracks and roads, storage buildings and yards. In some places, the natural landscape is almost hidden. Such industrial areas are unattractive to many people. Factories and warehouses, railway tracks and storeyards are built for their utility often with little regard for their appearance. Man's structures dominate the landscape, the natural vegetation that remains is often spindly and dust covered, and the atmosphere may be dusty if a pall of smoke hangs over the region.

The industrial scene is unattractive in many places in the older industrial areas of Europe and the United States. Close to factories and railway tracks are poor residential districts with dingy, weathered tenements and few parks or open space. The industrial landscape in the midlands of Great Britain is known as "the black country".

Not all industrial areas are like this - indeed, there is a great variety in the industrial scene. At Port Kembla, factories and railways are all grouped together at the port where there are noise and smoke and dirt. Workers live nearby in the attractive, residential areas of Greater Wollongong - some on the slopes with a view over the sea, some on the plain, and some near the beaches.

Smoke and dust are not characteristic of all industrial landscapes. Where industry uses electricity or oil for power the air is often cleaner. Some factories are designed to appear attractive. Modern architects appreciate the value of shrubs, grass and trees in factory sites.

The distinctive appearance of older industrial landscapes is contributed to by the

1. provision of planned residential areas with pleasant ocean views.
2. efforts of architects to match factories and the natural environment.
3. dominance of purely functional buildings such as warehouses and factories.
4. reduction in atmospheric pollution by the use of electric power.

M16

---

The major characteristic of any industrial landscape is the

1. presence of undisturbed natural vegetation.
2. unattractive nature of all factories.
3. smoke and dust in residential areas.
4. dominance of man-made structures.

M17

---

The poor residential areas of older industrial towns are located

1. on slopes raised above the smoke and dust.
2. close to the centres of production and transport.
3. on landscaped areas of flat land near storage yards.
4. close to beaches where sea breezes disperse smog.

M18

---

A major contribution to improving the appearance of industrial landscapes has been made by

1. covering the natural landscape with a variety of factories.
2. the use of electricity and oil for power.
3. transplanting smoke affected trees in beach side suburbs.
4. introducing the dominant features of the "black country" into new industrial areas.

M19

---

At Port Kembla the environment has been enhanced by

1. intermixing areas of factories and housing.
2. locating factories and warehouses on slopes above the town.
3. separation of industrial and residential areas.
4. increasing the availability of weathered tenements for worker housing.

M20

---

Manufacturing in the Sydney region is mainly concerned with

1. iron, steel and metal production.
2. extractive industries.
3. processing and fabricating industries.
4. processing of primary production.

M21

---

The Government's attempt to shift some industry out of the city is known as

1. redevelopment.
2. expansion.
3. decentralisation.
4. agglomeration.

M22

---

The term used to explain the concentration of many industries into the one region is called

1. agglomeration.
2. decentralisation.
3. horizontal integration.
4. vertical integration.

M23

---

In questions to (M24 to M29), identify the place from the clue given.

Clue: The site of the first blast furnace on the West Australian coast. Later expanded into a full B.H.P. steel works as part of a government plan.

The location which best fits the above description would be

1. Kwinana.
2. Newcastle.
3. Whyalla.
4. Yampi Sound.

M24

---

Clue: The site of Australia's largest iron and steel complex, operated by a subsidiary of the B.H.P. and named after the Hoskins family who were pioneers of iron and steel production in Australia.

The location which best fits the above description would be

1. Newcastle.
2. Kwinana.
3. Port Kembla.
4. Weipa.

M25

---

Clue: A centre of steel production located north-west of Adelaide.

The location which best fits the above description would be

1. The Barossa Valley.
2. Iron Knob.
3. Port Augusta.
4. Whyalla.

M26

---

Clue: B.H.P.'s first steel works were opened here in 1915 because abundant supplies of black coal were readily available.

The location which best fits the above description would be

1. Newcastle.
2. Port Hedland.
3. Port Kembla.
4. Yampi Sound.

M27

---

Clue: An island off the Northern Territory coast, famous as a supplier of manganese.

The location which best fits the above description would be

1. Barrow Island.
2. Bathurst Island.
3. Groote Eylandt.
4. Melville Island.

M28

---

Clue: A location on Cape York Peninsula important as a source of bauxite.

The place would be

1. Camooweal.
2. Mt. Isa.
3. Normanton.
4. Weipa.

M29

---

Questions to (M30 to M35) refer to the table shown below.

| NUMBER OF MANUFACTURING ESTABLISHMENTS OPERATING AT 30.6.74 IN STATISTICAL DIVISIONS OF N.S.W. | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| INDUSTRY DIVISIONS | Sydney | Outer Sydney | Hunter | Illawarra | North Coast | North-ern | North West | Central West | South East | Murrum-bidgee | Murray | Far West | Total N.S.W. |
| Food, Beverages & Tobacco | 529 | 35 | 107 | 56 | 110 | 73 | 55 | 87 | 56 | 78 | 39 | 11 | 1,236 |
| Textiles | 256 | 9 | 13 | 10 | 4 | 4 | 3 | 5 | 4 | ... | 1 | ... | 309 |
| Clothing & Footwear | 1,113 | 14 | 32 | 28 | 13 | 2 | 1 | 8 | 3 | 3 | 4 | 1 | 1,222 |
| Wood, Wood Products, & Furniture | 1,142 | 51 | 130 | 71 | 255 | 90 | 34 | 44 | 87 | 40 | 26 | 4 | 1,974 |
| Paper & Paper Products, Printing | 1,285 | 16 | 58 | 29 | 37 | 9 | 22 | 24 | 22 | 20 | 14 | 5 | 1,561 |
| Chemical, Petroleum & Coal Products | 495 | 4 | 18 | 8 | 2 | ... | ... | 2 | 3 | 3 | 1 | ... | 536 |
| Non-Metallic Mineral Products | 322 | 25 | 67 | 53 | 55 | 32 | 15 | 33 | 34 | 34 | 16 | 2 | 688 |
| Basic Metal Products | 196 | 2 | 17 | 19 | ... | 1 | ... | 1 | ... | 3 | 1 | ... | 240 |
| Fabricated Metal Products | 1,659 | 47 | 127 | 85 | 53 | 32 | 23 | 36 | 34 | 35 | 31 | 3 | 2,165 |
| Transport Equipment | 364 | 17 | 38 | 18 | 17 | 2 | 3 | 4 | 6 | 4 | 5 | ... | 478 |
| Other Machinery & Equipment | 1,828 | 19 | 96 | 36 | 44 | 24 | 10 | 24 | 11 | 13 | 23 | 6 | 2,134 |
| Miscellaneous Manu-facturing | 1,111 | 16 | 29 | 24 | 28 | 18 | 10 | 7 | 6 | 6 | 11 | ... | 1,266 |
| Total, Manufacturing Industries | 10,300 | 255 | 732 | 437 | 618 | 307 | 176 | 275 | 266 | 239 | 172 | 32 | 13,809 |

In the table, "Manufacturing Establishments" refers to the number of

1. warehouses.
2. factories.
3. shops.
4. home units.

M30

---

Which industry has the greatest number of manufacturing establishments in N.S.W.?

1. Wood, wood products and furniture.
2. Fabricated metal products.
3. Other machinery and equipment.
4. Food, beverages and tobacco.

M31

---

In the North Coast statistical division the greatest number of manufacturing establishments occurs in

1. wood, wood products and furniture.
2. fabricated metal products.
3. other machinery and equipment.
4. food, beverages and tobacco.

M32

---

In which statistical division outside of Sydney, are most of N.S.W.'s factories located?

1. Outer Sydney.
2. Hunter.
3. North Coast.
4. Illawarra.

M33

---

Why are most of the textile factories in N.S.W. located in Sydney?

1. Most of the raw materials are produced near Sydney.
2. It is close to markets and labour.
3. Labour is less expensive in the cities.
4. People outside Sydney prefer to work on farms.

M34

---

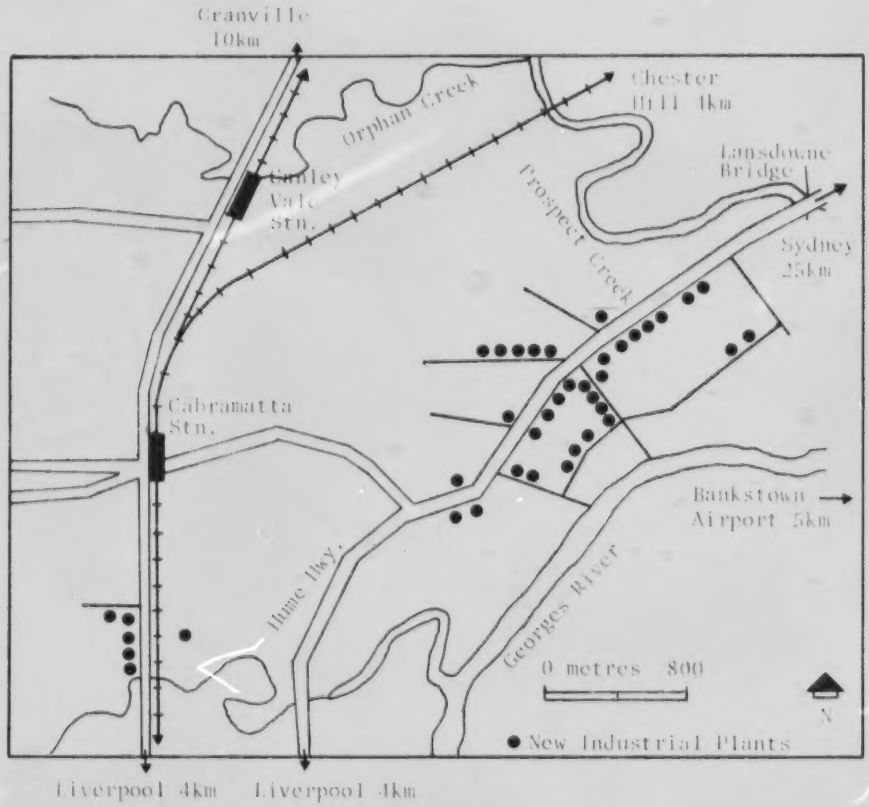
Why are basic metal products important industries in the Illawarra and Hunter divisions?

1. A substantial market for these products is around these centres.
2. These were the first centres settled in N.S.W.
3. Large coal and limestone deposits attracted the early steel plants.
4. Both centres contain good supplies of iron ore.

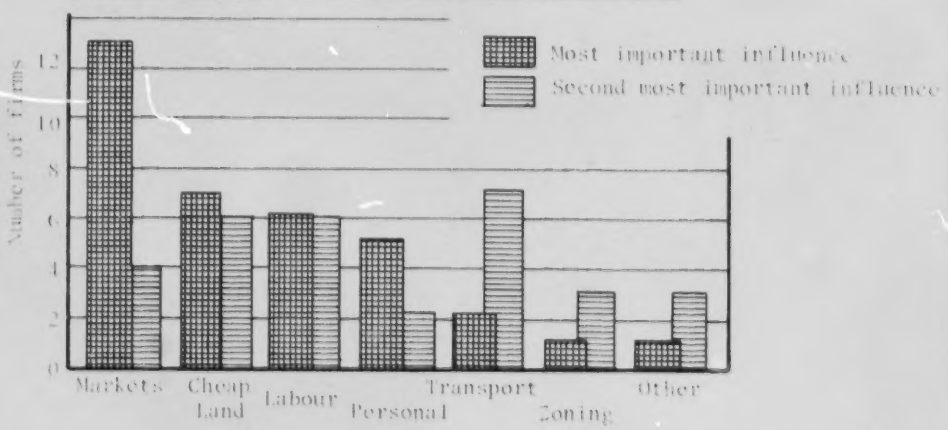
M35

Questions to (M36 to M42) refer to the information below.

LOCATION OF NEW INDUSTRIAL PLANTS IN THE CABRAMATTA AREA




FACTORS ATTRACTING INDUSTRIAL FIRMS TO CABRAMATTA




Barlow M. and Newton R. Patterns and Processes in Man's Economic Environment. 1971.

The approximate distance from Granville to Liverpool is

1. 4 kms.
2. 10 kms.
3. 14 kms.
4. 18 kms.

M36

---

Most new industrial plants along the highway are located in a zone stretching for

1. 1 km.
2. 2 kms.
3. 5 kms.
4. 15 kms.

M37

---

Most industrial plants that have recently opened in the Cabramatta area are located near the

1. railway line.
2. Hume Highway.
3. railway stations.
4. George's River.

M38

---

The two most important reasons for locating new industrial firms in Cabramatta were access to

1. markets and cheap land.
2. cheap land and zoning provisions.
3. labour supplies and cheap land.
4. proximity to railway and river.

M39

---

The number of firms influenced <u>primarily</u> by personal considerations in their decision to locate at Cabramatta is

1. two.
2. four.
3. five.
4. seven.

M40

---

It is probable that the firms establishing in this area do not have complete freedom in choosing a site because of the

1. rugged nature of the terrain.
2. absence of transport facilities.
3. government zoning of landuses.
4. absence of a nearby market.

M41

---

The transport method mostwidely used by industry in Cabramatta is

1. air.
2. rail.
3. river.
4. road.

M42

---

Questions to (M43 to M 45) refer to the advertisement shown below.

PROFIT FROM COUNTRY LOCATION!

Give yourself room to grow in one of the many well-developed country areas of New South Wales.

A country factory site can be had at a fraction of metropolitan cost.

Staff is more plentiful, stable, productive, and smoke, noise and traffic cease to be problems. Usually, profitability improves, too.

Decentralisation offers substantial advantages. In addition, economic incentives provided by the State Government include:

* Finance or leaseback arrangements for site and factory buildings.
* Housing for key workers.
* Rail freight concessions.
* Assistance with labour training, product design, and technical services.
* Preference for country goods in Government supply.

In the past six years, 572 firms in 150 locations throughout the State have had the backing of more than $33 million in establishing or expanding in country centres.

Before you commit yourself to a crowded metropolitan area, weigh the advantages of country location.

For further information, talk in confidence to the Department of Decentralisation and Development. Their phone number is 27-2741, Sydney.

The Department's offices are at 127 Macquarie St., Sydney, 2000.

The object of decentralisation is to

1. provide government aid to firms in N.S.W.
2. provide assistance to industry in the form of cheap housing, labour training, rail freight concessions.
3. relocate firms in other than Metropolitan Areas.
4. increase the profit of firms who relocate in country areas.

M43

---

How does decentralisation benefit metropolitan areas?

1. More housing congestion.
2. More pollution.
3. Less traffic congestion.
4. Fewer jobs available.

M44

---

According to the advertisement, the firms that relocate are attracted by locational factors which include

1. raw materials, labour supply, markets and reduced profitability.
2. management, raw materials, state boundaries and tax concessions.
3. shipping routes, postal services, wage rates and raw materials.
4. available land, labour supply, rail concessions and financial aid.

M45

---

Questions to (M46 to M48) refer to the advertisement shown below.

WORD FROM SOME MANUFACTURERS WHO HAVE MOVED OUT

Australasian Training Aids

"Ours is a local company in that our D.A.R.T. Military Target Systems were designed and developed in Albury. We have established a modern electronics factory in Albury and have a challenging rate of expansion. We find we can cope with a rapidly expanding overseas trade from our country location. The housing assistance we have obtained as a decentralised industry ... has assisted us in obtaining expert technicians ... those people on our staff who have moved to us from major cities appreciate the facility of short travelling distances and freedom from traffic congestion."

Sarlon Industries

"The deciding factors for us to decentralise were the extreme labour shortage in Sydney as well as the Government's assistance. Rutherford, near Maitland, was chosen because of the fact that the area is developing into a textiles centre with quite a number of mills already in operation. Our decentralisation project has proved highly successful, with good labour, greater productivity, and high staff morale."

Jefson

"Our company first went to Lithgow in 1964. The result was so satisfactory that we expanded and built a 12 000 sq. ft. factory in 1967. The original establishment of 7 000 sq. ft. plus the new factory are working to full capacity and plans are under way to extend a further 6 000 sq. ft. on to our Mort Street premises. Decentralisation has been so successful in our type of industry that all our manufacturing is now located at Lithgow."

Sarlon Industries approached the Department of Decentralisation and Development because it needed

1. greater productivity and rail concessions.
2. proximity to a number of other mills.
3. labour and Government aid.
4. higher staff morale and space.

M46

---

Jefson Company decided to relocate because it needed

1. to increase production capacity.
2. a country atmosphere.
3. to locate all its operations with its original company.
4. Crown land.

M47

---

The two advantages in decentralisation for Australasian Training Aids were

1. room for expansion and cheaper transport costs.
2. housing assistance and less traffic congestion.
3. housing assistance and rail freight concessions.
4. the availability of expert technicians and free travel.

M48

---

Questions to (M49 to M53) are based on the article below.

JAPAN - PROBLEMS OF INDUSTRIAL EXPANSION

Japan, a small island country with an area of 370 000 square kilometres (only about a quarter of which is suitable for habitation) and a population of about 100 million, has enjoyed a high rate of economic growth and industrial expansion in recent years. This high rate of economic growth has, however, had a great and far-reaching impact on all phases of the nation's life, even to the extent of adversely affecting people's health and living environment.

In fact, the expansion of industrial activities, particularly in the field of heavy and chemical industries which have sustained such a high rate of economic growth, has taken place mainly in major metropolitan areas on the Pacific coast, such as the Tokyo and Osaka areas. This has inevitably accelerated the concentration of both population and the industry in these areas, ... and has resulted in various kinds of environmental pollution, which has become serious enough to give rise to wide spread concern among the people about the state and quality of the human environment. At the same time, there are now problems even outside these major metropolitan areas, such as the side-effects of the use of agricultural chemicals and soil pollution in agricultural areas, and in some areas, industrial pollution ...

In the major metropolitan areas, population has increased by 13 per cent during the past five years, coming to account for 43 per cent of the nation's total population. Public facilities in these areas have been unable to keep pace with the population increase and the demand for improved living standards. Consequently there has been a deterioration of the human environment as evidenced by such problems as a housing shortage, scarcity of open spaces, difficulty of commuting, and air and water pollution.

Japan's high rate of economic growth has been at the cost of

1. a higher standard of living.
2. a decline in agricultural production.
3. a lower standard of living.
4. serious environmental pollution.

M49

---

The expansion of industries in Japan has

1. produced new means of controlling agricultural pollution.
2. been made easy by the vast areas of available land.
3. produced denser coastal concentrations of population.
4. reduced living standards for all Japanese people.

M50

---

The problems of industrial pollution in Japan

1. have been overcome by the demand for high living standards.
2. have spread into the agricultural regions.
3. are caused by the shortage of housing for the workers.
4. are all caused by the refining of imported oil to produce chemicals.

M51

---

What percentage of Japan's population live outside the major metropolitan areas?

1. 13.
2. 43.
3. 57.
4. 87.

M52

---

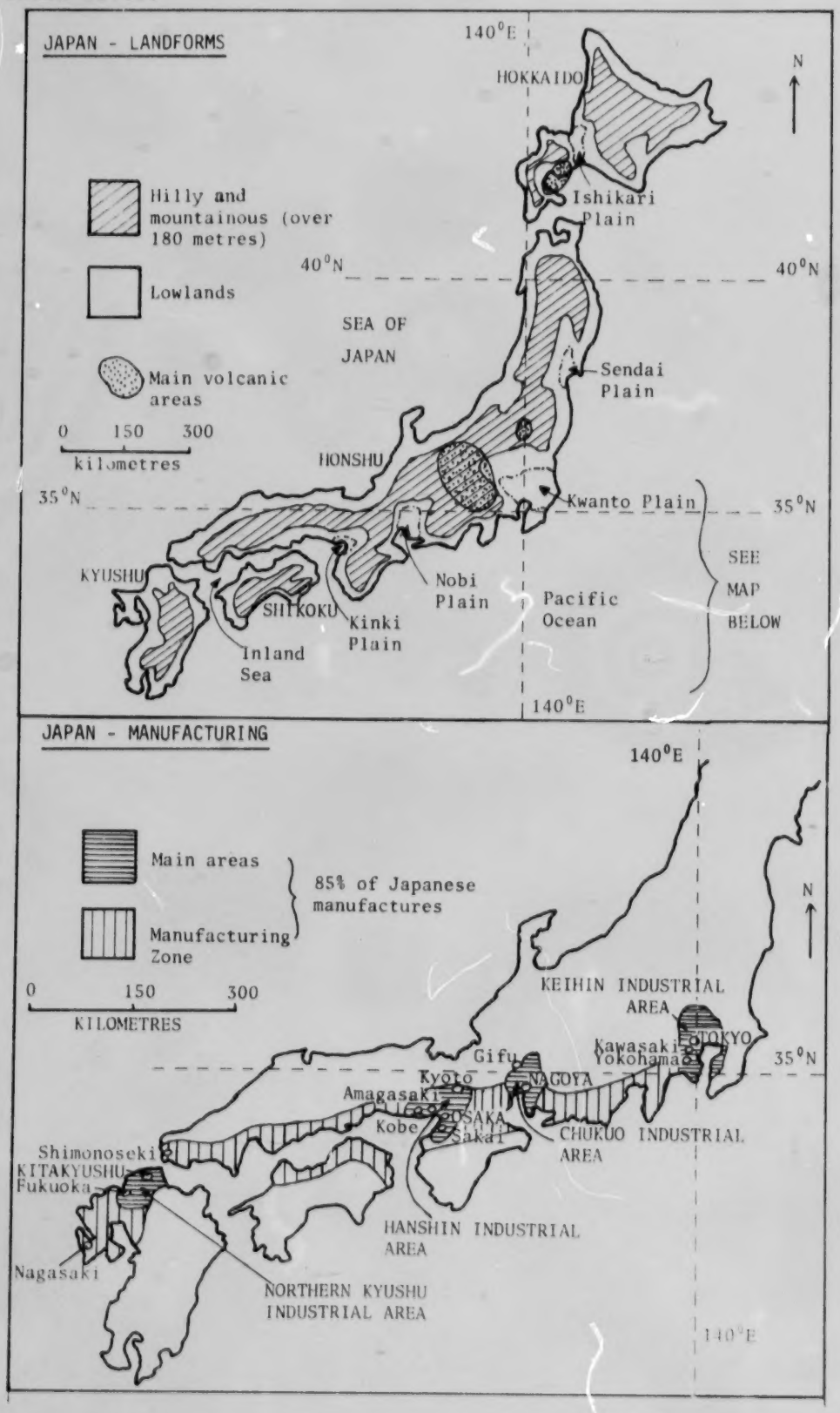
The growth of cities in Japan has resulted in a decline in the human environment, illustrated by

1. food shortages and transport difficulties.
2. housing shortages and pollution.
3. more parks and improved transport facilities.
4. improved public facilities and fewer industries in the cities.

M53

---

Questions  to  (M54 to M62) refer to the two maps of Japan shown below.



Which of the following parallels of latitude passes to the north of Japan?

1. The Antarctic Circle.
2. The Arctic Circle.
3. The Equator.
4. The Tropic of Cancer.

M54

---

The Keihin Industrial Area is located on the

1. Ishikari Plain.
2. Kinki Plain.
3. Kwanto Plain.
4. Nobi Plain.

M55

---

The Inland Sea is formed by a combination of which islands?

1. Honshu, Hokkaido, Kyushu, Shikoku.
2. Honshu, Kyushu, Shikoku.
3. Hokkaido, Kyushu, Shikoku.
4. Kyushu, Hokkaido.

M56

---

Which island contains most of Japan's population?

1. Hokkaido.
2. Honshu.
3. Kyushu.
4. Shikoku.

M57

---

The three chief industrial cities of Honshu and their respective plains are

1. Nagoya (Kinki), Osaka (Sendai), Tokyo (Nobi).
2. Nagoya (Kinki), Tokyo (Nobi), Shimonoseki (Ishikari).
3. Nagoya (Nobi), Osaka (Kinki), Tokyo (Kwanto).
4. Nagoya (Kwanto), Osaka (Nobi), Tokyo (Kinki).

M58

---

The Japanese island with the severest winter would be

1. Hokkaido.
2. Honshu.
3. Kyushu.
4. Shikoku.

M59

---

Which island would probably be Japan's smallest producer of rice?

1. Hokkaido because it is too cold.
2. Honshu because it is too hot.
3. Kyushu because it is too wet.
4. Shikoku because it is too dry.

M60

---

Japan's manufacturing zone forms a belt between Tokyo and

1. Fukuoka.
2. Kobe.
3. Nagasaki.
4. Shimonoseki.

M61

---

The location of Japan's cities could be described as

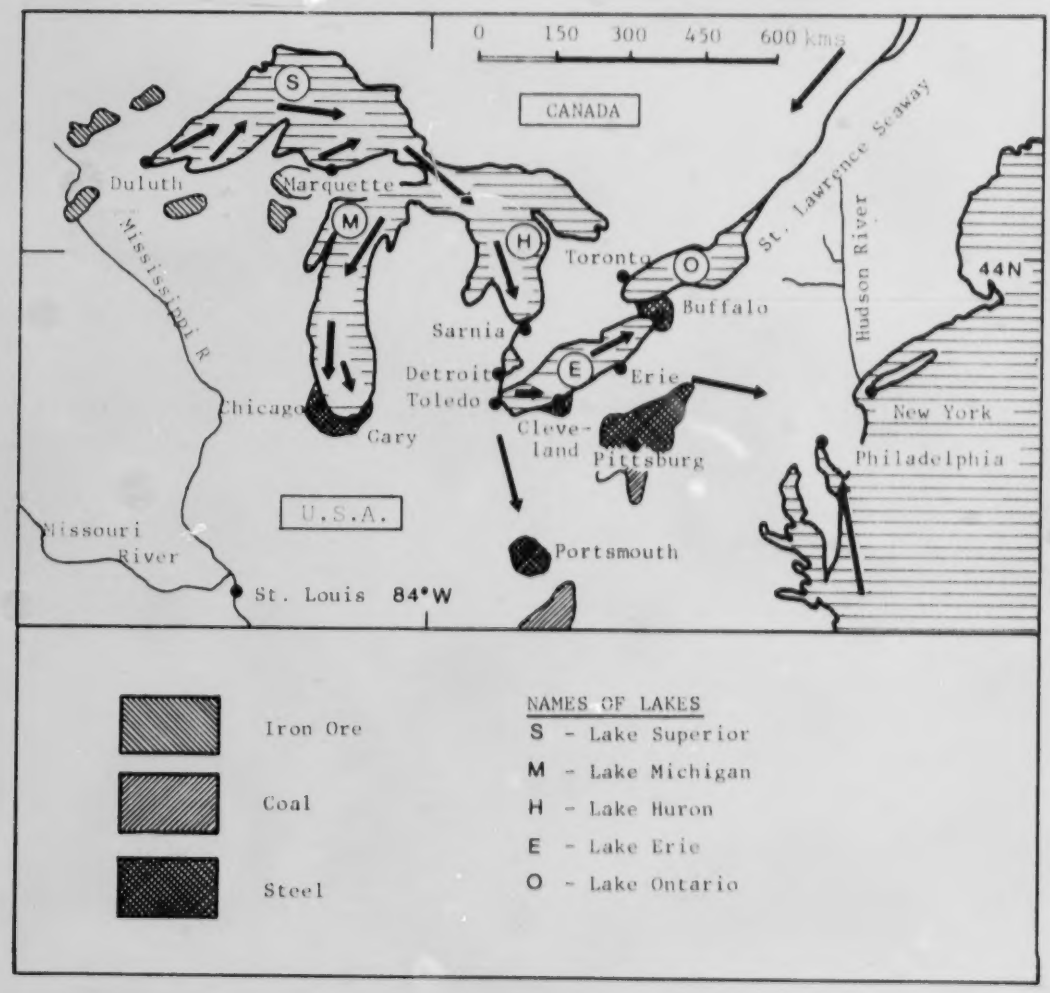
1. alpine.
2. coastal.
3. inland.
4. rural.

M62

---

Questions to (M63 to M58) refer to the map below.

THE GREAT LAKES INDUSTRIAL REGION OF NORTH-EASTERN U.S.A.




The major industrial raw material shipped along the Great Lakes is

1. coal.
2. iron ore.
3. steel.
4. wheat.

M63

The straightline distance between Duluth on Lake Superior and Toronto on Lake Ontario is between

1. 650 and 700 kms.
2. 750 and 800 kms.
3. 850 and 900 kms.
4. 950 and 1000 kms.

M64

---

Two steelmaking centres located on the shores of Lake Michigan are

1. Buffalo and Cleveland.
2. Chicago and Gary.
3. Detroit and Toledo.
4. Marquette and Toronto.

M65

---

Steelmaking centres are located around the Lakes areas because of

1. efficient rail transport facilities.
2. accessibility to overseas markets.
3. accessibility to raw materials.
4. government intervention.

M66

---

The major iron ore deposits of Northern Eastern U.S. are concentrated around

1. North Eastern Lake Superior.
2. Southern Lake Erie.
3. Western Lake Superior.
4. Western Lake Michigan.

M67

---

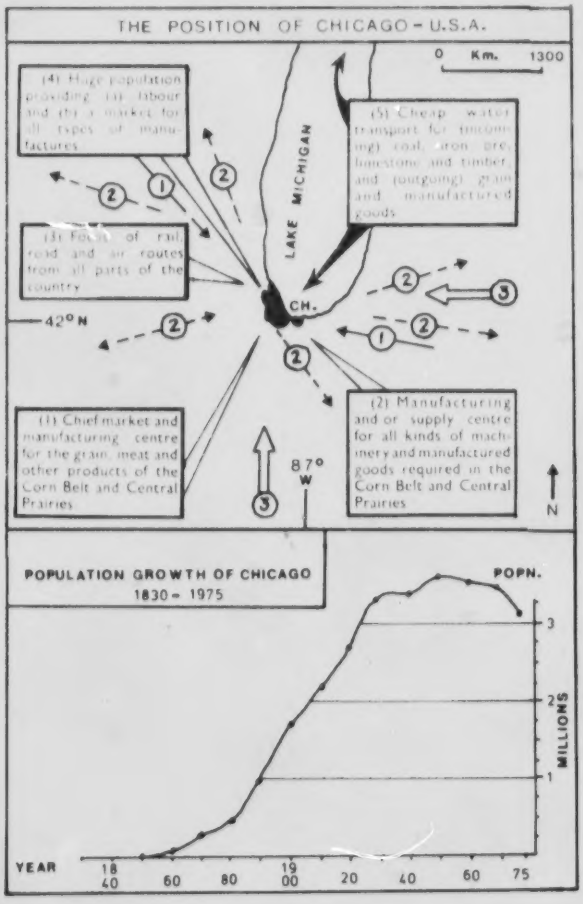
Detroit is a manufacturing centre famous for the production of

1. aircraft.
2. automobiles.
3. ships.
4. trains.

M68

---

Questions to (M69 to M73) refer to the information below.


THE POSITION OF CHICAGO - U.S.A.
0 Km. 1300
(4) Huge population providing (a) labour and (b) a market for all types of manufactures
(5) Cheap water transport for (incoming) coal, iron ore, limestone and timber, and (outgoing) grain and manufactured goods
LAKE MICHIGAN
CH.
42° N
87° W
N
(3) Focus of rail, road and air routes from all parts of the country
(1) Chief market and manufacturing centre for the grain, meat and other products of the Corn Belt and Central Prairies
(2) Manufacturing and/or supply centre for all kinds of machinery and manufactured goods required in the Corn Belt and Central Prairies
POPULATION GROWTH OF CHICAGO 1830 - 1975
POPN.
MILLIONS
YEAR
18 40
60
80
19 00
20
40
60
75

Starting as a landing place, Chicago grew within a century to be one of the world's busiest ports. Yet this is a comparatively minor aspect of Chicago's present importance.

If Lake Michigan ran dry tomorrow, Chicago would (given an alternative water supply) continue to be North America's second biggest commercial and manufacturing centre; for its position now matters far more than its site.

The city of Chicago which began as a landing place is now America's second biggest

1. seaport.
2. mining town.
3. market town.
4. manufacturing centre.

M69

The population of Chicago provides

1. labour source and market for all types of manufactured goods.
2. the only market for the produce of the Corn Belt.
3. meat and other products for sale to the Prairie Regions.
4. labour source and market for imported goods.

M70

---

The sharpest increase in Chicago's population, as indicated by the gradient of the graph, took place between

1. 1850 and 1870.
2. 1870 and 1890.
3. 1890 and 1910.
4. 1930 and 1950.

M71

---

Chicago is ideally placed for the processing of farm products because it

1. is primarily a commercial centre.
2. is situated on the shores of Lake Michigan.
3. has limited local supplies of coal for power.
4. is the focal point of transport for rich agricultural lands.

M72

---

In terms of industrial potential, the fact that "its position is more important than its site" means that

1. it is well placed in relation to raw materials and markets.
2. its most important asset is still its favourable landing place.
3. it is situated close to the Des Plaines River.
4. it is well placed in relation to land of less than 200m.

M73

---

Questions to (M74 to M79) refer to the table shown below.

COSTS OF PRODUCTION IN SELECTED AMERICAN INDUSTRIES, 1976

| | FLOUR MILLING | ZINC SMELTING | CLOTHING | INDUSTRIAL GASES |
|---|---|---|---|---|
| Raw Materials | 92% | 68% | 6% | 39% |
| Power | 1% | 8% | 1% | 11% |
| Labour | 6% | 22% | 92% | 21% |
| Capital | 1% | 2% | 1% | 29% |
| TOTAL | 100% | 100% | 100% | 100% |

The industry in which raw materials constitute the lowest percentage cost of production is

1. flour milling.
2. zinc smelting.
3. clothing.
4. industrial gases.

M74

---

The input which constitutes the greatest cost of production in zinc smelting is

1. raw materials.
2. power.
3. labour.
4. capital.

M75

---

A ten percent increase in wages would most likely have greatest impact on the price of

1. flour.
2. zinc.
3. clothing.
4. industrial gases.

M76

---

The two industries most likely to be located close to supplies of raw materials are

1. flour milling and industrial gases.
2. zinc smelting and clothing.
3. industrial gases and clothing.
4. flour milling and zinc smelting.

M77

---

The industry most likely to be located in a high demand urban area is

1. flour milling.
2. zinc smelting.
3. clothing.
4. industrial gases.

M78

---

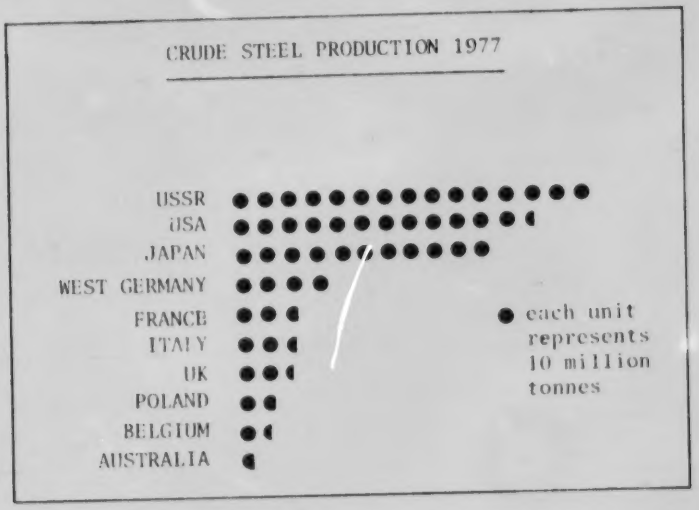
The resources of developing countries would make them least suited to the development of industry in

1. flour milling.
2. zinc smelting.
3. clothing.
4. industrial gases.

M79

---

Questions to (M80 to M84) refer to the information below.




JAPAN : PIG IRON AND ORDINARY ROLLED STEEL (000's tonnes)

| | PIG IRON | | CRUDE STEEL | | | ORDINARY ROLLED STEEL PROD. | | |
|---|---|---|---|---|---|---|---|---|
| YEAR | PROD. | IMPORTS | PROD. | IMPORTS | EXPORTS | PROD. | IMPORTS | EXPORTS |
| 1935 | 1907 | - | 4704 | - | - | 3737 | - | - |
| 1950 | 2233 | 1 | 4839 | 3 | 727 | 3486 | - | - |
| 1960 | 11896 | 1001 | 22138 | 308 | 3104 | 15675 | 168 | 1995 |
| 1965 | 27502 | 2631 | 41161 | 32 | 12705 | 30034 | 16 | 8226 |
| 1970 | 68048 | 2896 | 93322 | 132 | 23621 | 66691 | 28 | 15225 |
| 1975 | 86877 | 408 | 102313 | 124 | 37927 | 76514 | 22 | 25102 |
| 1976 | 86576 | 593 | 107383 | 181 | 47605 | 81603 | 30 | 32504 |

Compared to the U.S.A., crude steel production in the U.S.S.R. in 1977 was approximately

1. 25 million tonnes more.
2. 40 million tonnes more.
3. 25 million tonnes less.
4. 40 million tonnes less.

M80

---

The largest proportion of the world's crude steel is produced in

1. the countries of the E.E.C.
2. Communist countries.
3. Southern Hemisphere nations.
4. Western Europe and North America.

M81

---

Japan began to purchase rolled steel products from other countries in

1. 1935.
2. 1950.
3. 1960.
4. 1970.

M82

---

The production of the Japanese iron and steel industry is

1. only for local industry.
2. increasingly export oriented.
3. heavily dependent on imports of steel.
4. only for export markets.

M83

---

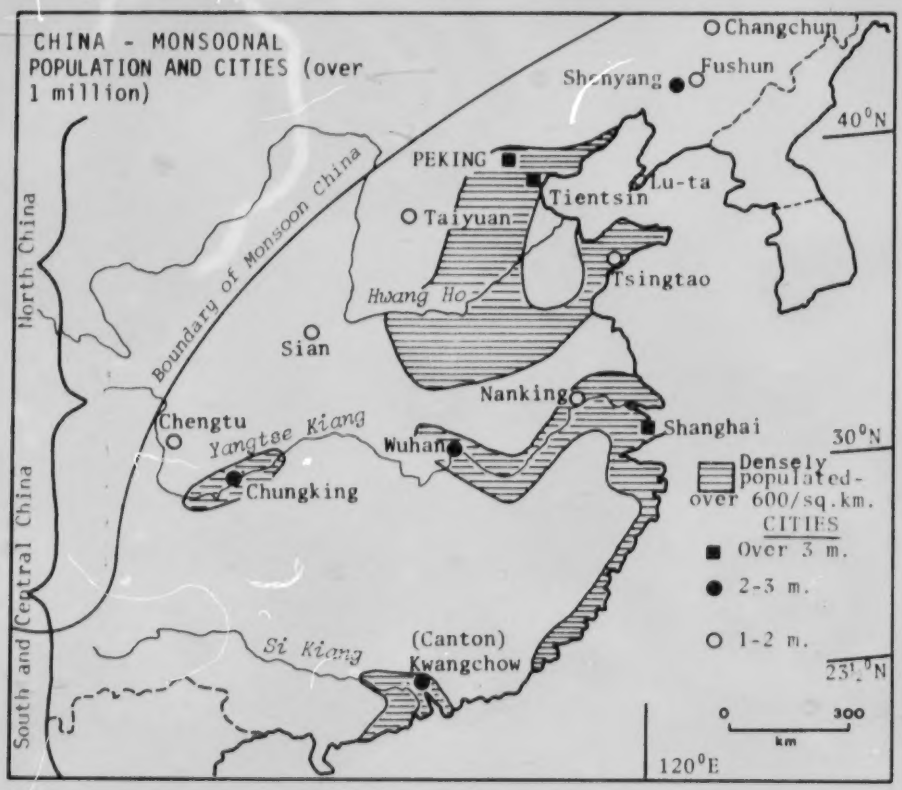
A comparison of import and export figures for steel products indicates that Japan in 1970

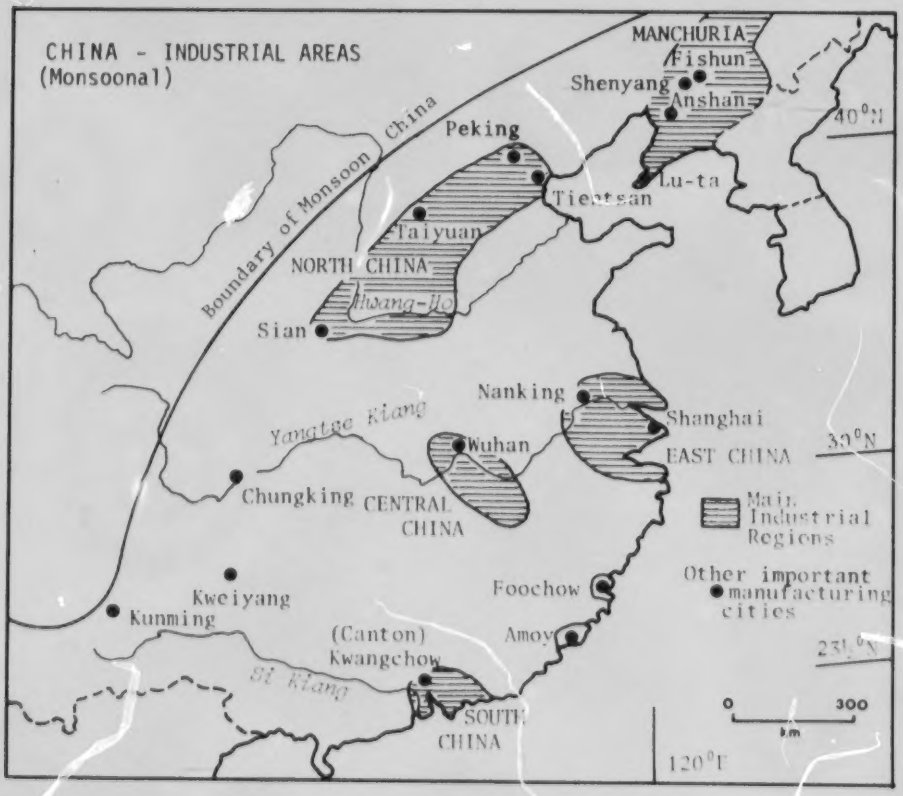
1. paid more for imports than it received from exports.
2. had a greater volume of exports than imports.
3. paid more for exports than it received from imports.
4. had a greater volume of imports than exports.

M84

---

Questions to (M85 to M92) refer to the two maps shown below.



The maps show there is a strong relationship between cities of over 2 million people and

1. coastal locations.
2. main industrial regions.
3. mountain locations.
4. other important manufacturing centres.

M85

---

The maps indicate that the city of Taiyuan is

1. a densely populated manufacturing centre in a main industrial region.
2. an industrial centre with a population between one and two million.
3. an industrial centre with a population between two and three million.
4. the largest industrial centre in Northern China.

M86

---

China's largest area with a population greater than 600 per square kilometre is in the

1. centre.
2. west.
3. north.
4. south.

M87

---

An industrial city of one to two million people, located on the Yangtse Kiang is

1. Kwangchow.
2. Chungking.
3. Nanking.
4. Wuhan.

M88

---

Which region of China contains most of her industrial development?

1. Central.
2. North.
3. South.
4. West.

M89

---

Shanghai and Tientsin can be considered similar types of cities because they are industrial and have populations of

1. under 3 million people and are near the coast.
2. under 3 million people and are located on a river.
3. over 3 million people and are near the coast.
4. over 3 million people and are located on a river.

M90

---

China's industrial areas appear to be

1. concentrated in one area.
2. confined to coastal locations.
3. scattered throughout one area.
4. scattered over the country.

M91

---

The latitudinal measurement for Sian is

1. $30^{0}$N.
2. $32^{0}$N.
3. $34^{0}$N.
4. $36^{0}$N.

M92

---

## TOPIC M

### INDUSTRIAL LANDSCAPE

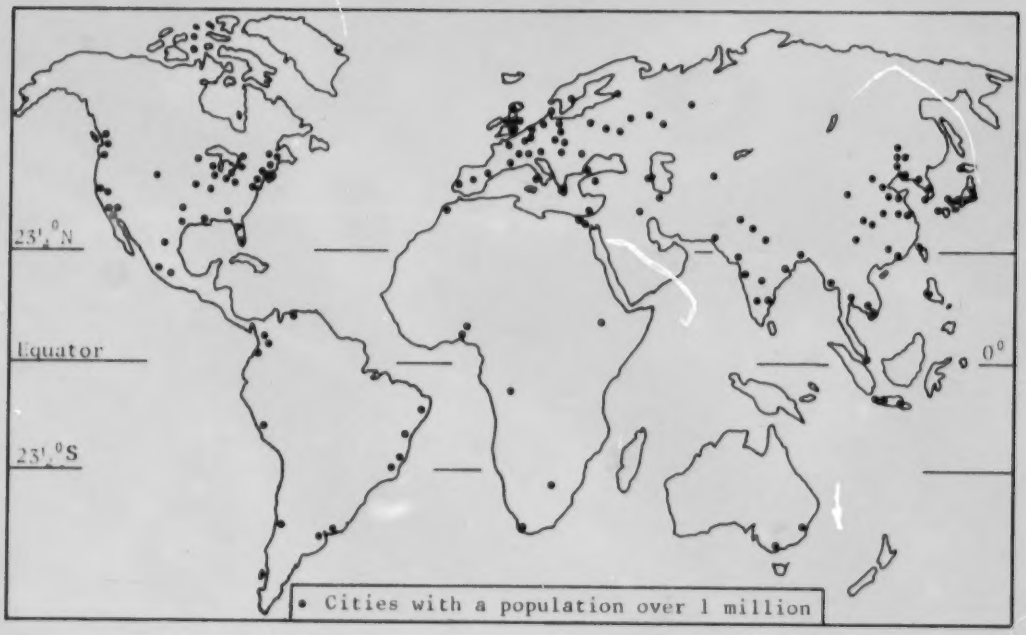
| Question No. | Answer |
|---|---|
| M1 | 2 |
| M2 | 3 |
| M3 | 2 |
| M4 | 3 |
| M5 | 4 |
| M6 | 4 |
| M7 | 3 |
| M8 | 4 |
| M9 | 2 |
| M10 | 2 |
| M11 | 4 |
| M12 | 1 |
| M13 | 1 |
| M14 | 3 |
| M15 | 4 |
| M16 | 3 |
| M17 | 4 |
| M18 | 2 |
| M19 | 2 |
| M20 | 3 |
| M21 | 3 |
| M22 | 3 |
| M23 | 1 |
| M24 | 1 |
| M25 | 3 |
| M26 | 4 |
| M27 | 1 |
| M28 | 3 |
| M29 | 4 |
| M30 | 2 |
| M31 | 2 |
| M32 | 1 |
| M33 | 2 |
| M34 | 2 |
| M35 | 1 |

| Question No. | Answer |
|---|---|
| M36 | 4 |
| M37 | 2 |
| M38 | 2 |
| M39 | 1 |
| M40 | 3 |
| M41 | 3 |
| M42 | 4 |
| M43 | 3 |
| M44 | 3 |
| M45 | 4 |
| M46 | 3 |
| M47 | 1 |
| M48 | 2 |
| M49 | 4 |
| M50 | 3 |
| M51 | 2 |
| M52 | 3 |
| M53 | 2 |
| M54 | 2 |
| M55 | 3 |
| M56 | 2 |
| M57 | 2 |
| M58 | 3 |
| M59 | 1 |
| M60 | 1 |
| M61 | 3 |
| M62 | 2 |
| M63 | 2 |
| M64 | 4 |
| M65 | 2 |
| M66 | 3 |
| M67 | 3 |
| M68 | 2 |
| M69 | 4 |
| M70 | 1 |

| Question No. | Answer |
|---|---|
| M71 | 3 |
| M72 | 4 |
| M73 | 1 |
| M74 | 3 |
| M75 | 1 |
| M76 | 3 |
| M77 | 4 |
| M78 | 3 |
| M79 | 4 |
| M80 | 1 |
| M81 | 4 |
| M82 | 3 |
| M83 | 3 |
| M84 | 2 |
| M85 | 2 |
| M86 | 2 |
| M87 | 3 |
| M88 | 3 |
| M89 | 2 |
| M90 | 3 |
| M91 | 4 |
| M92 | 3 |

URBAN LANDSCAPE

Questions to (N1 to N3) refer to the map below.




The majority of cities with populations in excess of 1 million are located

1. within the Tropics in the Southern Hemisphere.
2. within the Tropics in the Northern Hemisphere.
3. outside the Tropics in the Southern Hemisphere.
4. outside the Tropics in the Northern Hemisphere.

N1

---

The country with the greatest concentration of cities with more than a million people is

1. Spain.
2. U.S.A.
3. China.
4. India.

N2

---

The two continents with the least number of cities with populations in excess of 1 million are

1. Europe and Africa.
2. Asia and Australia.
3. Australia and Africa.
4. South America and Asia.

N3

---

Questions to (N4 to N6) refer to the passage below.

What is the distinction between a *rural settlement* on the one hand, and an *urban settlement* on the other?

(a) A rural settlement is a dwelling, or group of dwellings that provides mainly a *dormitory function* for the farm workers who live in the settlement at night and travel from it to work in the fields each day. It may take the form of an *individual farmstead* housing only one family and located on the farm itself, or it may be a centrally located *rural village* in which live the many farm families who work the surrounding fields. The first is typical of the commercial farmlands of such western nations as Australia, while the second is more common in the subsistence farmlands of such countries as India.

(b) An urban settlement, on the other hand, provides a variety of *services* to the surrounding countryside, and may at the same time contain *manufacturing* industries. Typical urban services include retailing, wholesaling, finance, education, entertainment, administration, transport, communications, and so on. Thus, an urban settlement may be defined as one in which the majority of working inhabitants are engaged in non-agricultural occupations. Clearly therefore, the basic difference between rural and urban settlements is their *function*, not just their size.

The major factor used to distinguish between a rural settlement and an urban settlement is

1. location.
2. function.
3. size.
4. products.

N4

---

An urban area is one which provides

1. accommodation mainly for farm workers.
2. sites for manufacturing industries only.
3. services to the surrounding countryside.
4. employment for primary producers.

N5

---

Which type of settlement is typical of Australian rural areas?

1. Individual farmstead.
2. Rural village.
3. Large subsistence settlement.
4. Commercial and administrative centre.

N6

---

Questions to (N7 to N9) refer to the passage below.

URBAN AREAS

Cities and towns are often called *built up* areas. Such areas of high population density are also called *urban areas*. The *Commonwealth Year Book* defines an urban area as one with a 'minimum population density of 300 persons per sq. km'.

By this definition urban areas include not only the major cities but also many country towns. The people employed in country towns are generally engaged in non-agricultural employment, or in industries associated with agricultural production and processing.

It is important to note that an *urban area* is not the same as a *suburban area*, which is simply a part or section of an urban area. A *suburb* is that area, mainly residential, which surrounds the commercial centre of any city or town.

According to the above passage, "urban areas" are areas where the population

1. engage only in non-agricultural activities.
2. live only in suburbs and engage in agricultural activities.
3. density exceeds 300 per sq.km.
4. density is less than 300 per sq.km.

N7

---

That part of an urban area known as a suburb is mainly

1. commercial.
2. industrial.
3. agricultural.
4. residential.

N8

---

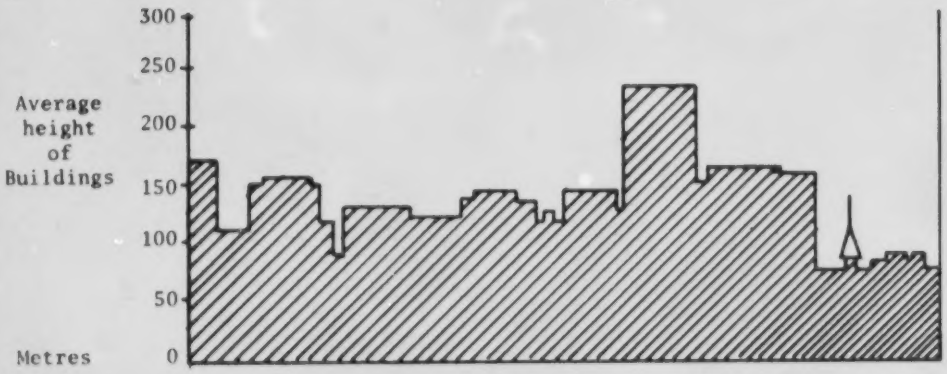
According to the passage, the term "urban areas" can be applied

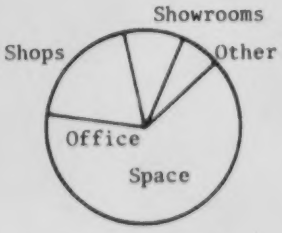
1. to both country towns and major cities.
2. only to suburbs.
3. only to major cities.
4. to both country towns and suburbs.

N9

---

Questions to (N10 to N12) refer to the stimulus material shown below.




Pie Chart of Land Use

These diagrams relate to which one of the following zones in a city?

1. C.B.D.
2. Industrial zone.
3. Residential zone.
4. Recreation zone.

N10

---

Most of the space in these buildings would be used for

1. shops.
2. luxury apartments.
3. flats.
4. offices.

N11

---

The height in metres of the tallest building in the profile would be about

1. 75.
2. 200.
3. 230.
4. 250.

N12

---

Tertiary industry includes

1. processing food products.
2. growing vegetables for sale.
3. service-producing occupations.
4. the assembly of industrial parts.

N13

---

There are many examples of conurbation in the industrial areas of the world. Conurbation means

1. suburbs separated by 'green belts'.
2. cities linked by freeways.
3. continuous urban development.
4. constant growth of cities.

N14

---

The major characteristic of the urban landscape is

1. high death rate.
2. intensive use of arable land.
3. high density of buildings.
4. adequate public transport.

N15

---

A metropolis is

1. the headquarters of a bank.
2. a town in Greece.
3. an underground railway.
4. a large city.

N16

---

The site of a city refers to the

1. development along main roads and railways.
2. area surrounding the C.B.D.
3. actual land area on which the city is built.
4. position of the city as a regional centre.

N17

---

The physical aspects of Sydney's site which influenced original settlement were

1. the large protected harbour and flat land.
2. the large supplies of building materials and rich alluvial soils.
3. hard rock and the protected harbour.
4. rich soils and flat land.

N18

---

Rural-Urban Fringe is the

1. transition zone between the urban and rural areas.
2. transition zone between industrial and residential areas.
3. movement of people from the country to the city.
4. movement of people from the city to the country.

N19

---

A small city which is developing close to,but separate from a larger city is called a

1. satellite.
2. metropolis.
3. megalopolis.
4. conurbation.

N20

---

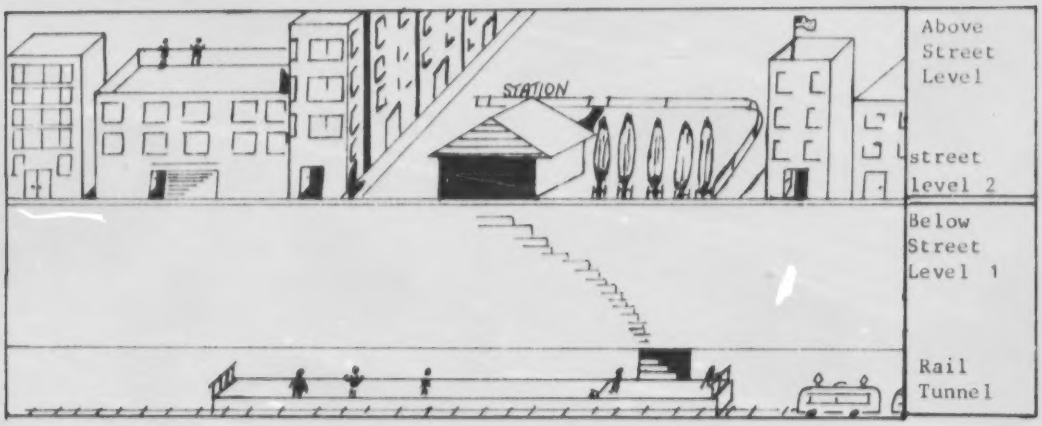
The spread of a city over its surrounding rural area is called

1. decentralization.
2. rural-urban drift.
3. urban sprawl.
4. urban renewal.

N21

---

Questions to (N22 to N23) refer to the sketch diagram shown below.




Rail lines are put at level 1 because

1. it avoids congestion at level 2.
2. it is less expensive.
3. it is cheaper to build stations at level 2.
4. the noise pollution is lowered for level 1.

N22

---

High rise office blocks are built to

1. rise above ground level pollution.
2. provide shopping facilities for commuters.
3. facilitate pedestrian access to buildings.
4. offset the high price of land.

N23

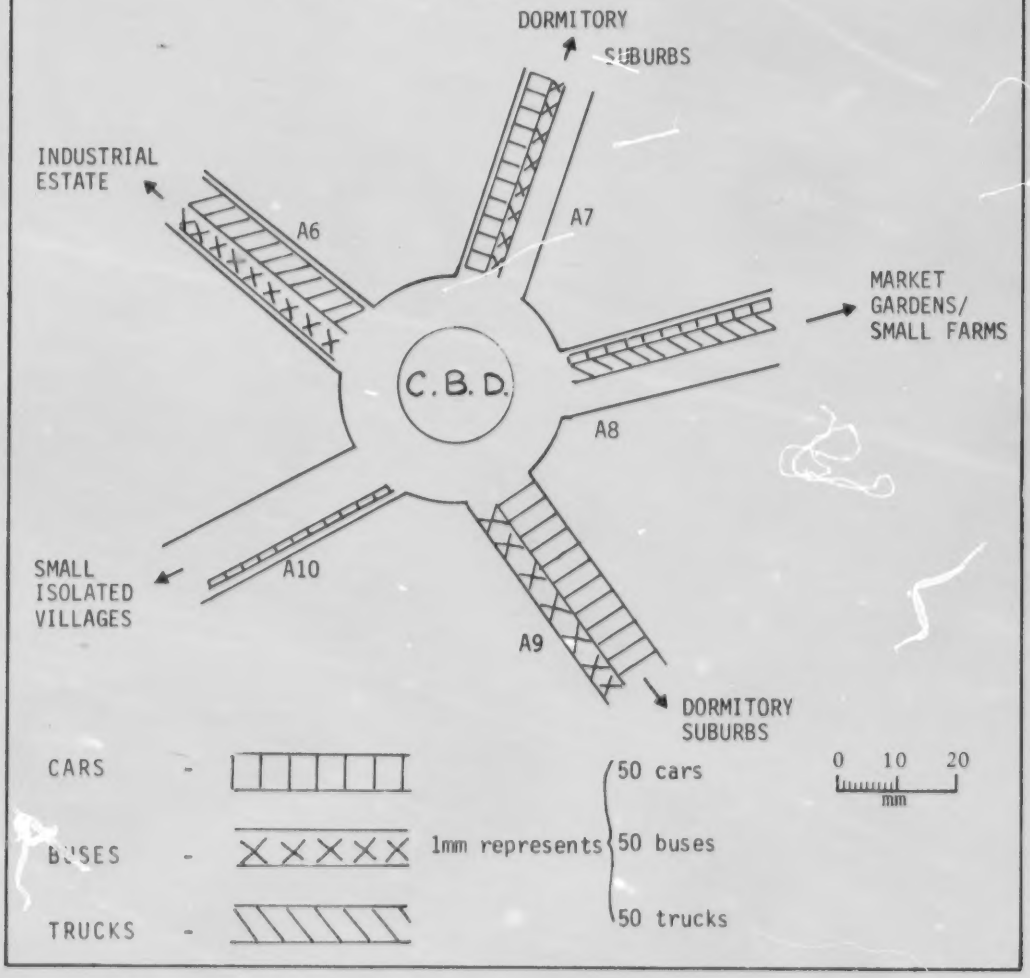
---

Questions to (N24 to N29) refer to the frequency flow diagram shown below.

The theoretical movement of cars, buses and trucks is shown on the frequency flow diagram below. The map shows the number of vehicles leaving a town between 4 and 6p.m. on the roads A6, A7, A8, A9 and A10.

It shows at a glance which roads are most heavily used. The width of the lines has been calculated at : 50 cars, buses or trucks = 1 mm.

A FREQUENCY FLOW DIAGRAM



The hours between 4 and 6 p.m. were probably chosen because this is generally recognized as the

1. easiest time to conduct a count.
2. period of fewer traffic jams.
3. time when there are less pedestrians about.
4. evening peak hours.

N24

---

The road which carries the greatest number of vehicles is the

1. A10
2. A9
3. A8
4. A7

N25

---

The number of cars travelling on the A7 is approximately

1. 100
2. 200
3. 300
4. 400

N26

---

If there is an average of 40 people on each bus, how many bus passengers would have travelled along the A9 between 4 and 6 p.m.?

1. 200
2. 2000
3. 8000
4. 10 000

N27

---

The letters C.B.D. in the diagram stand for

1. Central Business District.
2. Council of Building Distributors.
3. City Bus Depots.
4. Commercial Business District.

N28

---

The term "dormitory" means that the suburbs are predominantly

1. industrial.
2. residential.
3. rural.
4. commercial.

N29

Questions to (N30 to N33) refer to the information below, on Towns 1, 2, 3 and 4.

Assume they have similar populations.

| SELECTED CHARACTERISTIC | | Town 1 | Town 2 | Town 3 | Town 4 |
|---|---|---|---|---|---|
| Percentage of Workforce | Employed in manufacturing | 32% | 43% | 60% | 22% |
| | Employed in agriculture | 7% | 25% | 15% | 40% |
| | Employed in offices, shops | 28% | 25% | 20% | 14% |
| | Employed in other activities | 33% | 7% | 5% | 24% |
| Percentage of Households with car | | 70% | 46% | 40% | 52% |

Public transport would be most needed in

1. Town 1
2. Town 2
3. Town 3
4. Town 4.

N30

---

Most public servants would be found in

1. Town 1
2. Town 2
3. Town 3
4. Town 4

N31

---

Most industrial workers would be found in

1. Town 1
2. Town 2
3. Town 3
4. Town 4

N32

---

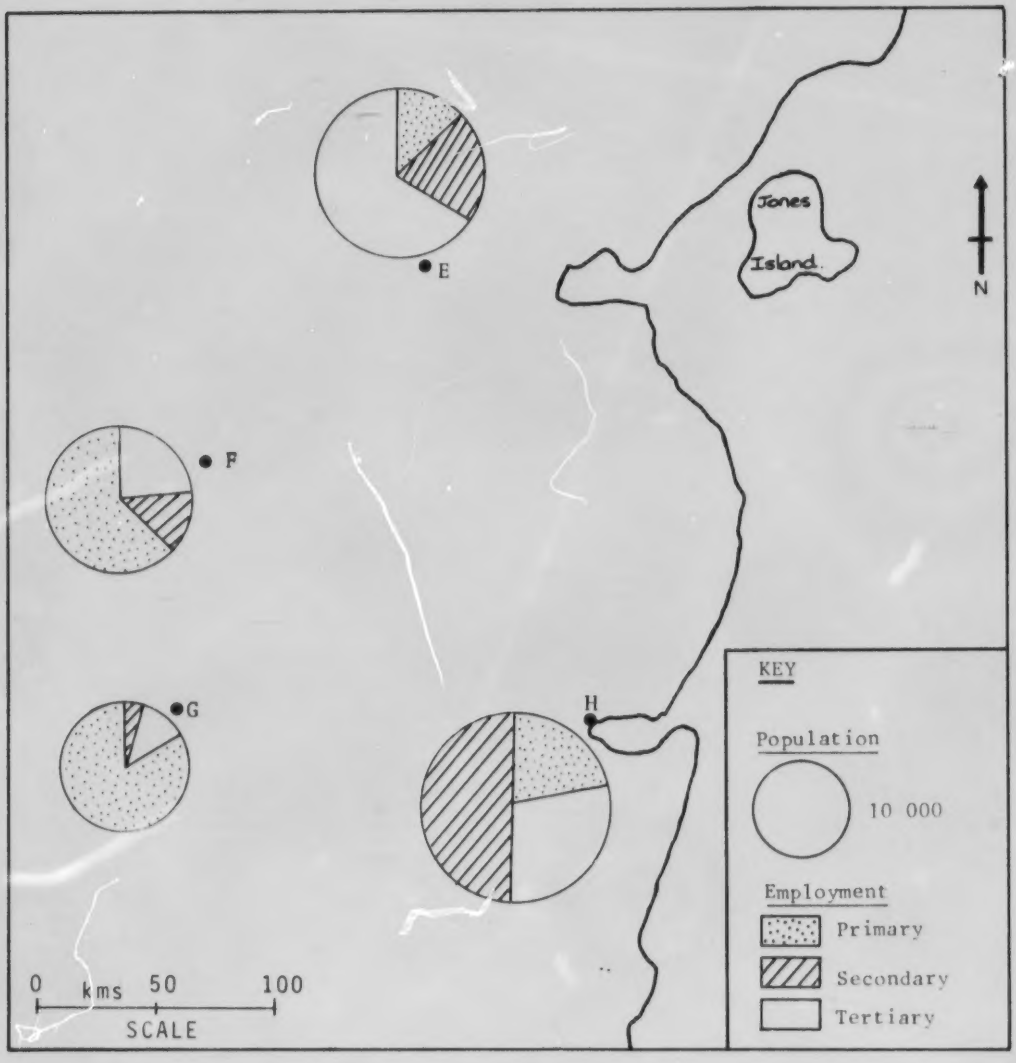
The smallest number of farmers would be found in

1. Town 1
2. Town 2
3. Town 3
4. Town 4

N33

---

Questions  to  (N34 to N37) refer to the diagram below, showing cities by their respective sizes and workforce proportions.




The largest city would be

1. E.
2. F.
3. G.
4. H.

N34

The city with the largest proportion of workers in service industries would be

1. E.
2. F.
3. G.
4. H.

N35

---

The city with the highest ratio of workers in primary industry to workers in secondary industry is

1. E.
2. F.
3. G.
4. H.

N36

---

The approximate distance between cities F and G is

1. 70 km.
2. 100 km.
3. 175 km.
4. 200 km.

N37

---

Over time, city centres tend to grow

1. either upwards or outwards.
2. both upwards and outwards.
3. with no distinct pattern.
4. in the centre but not on the outskirts.

N38

---

The land use zone where the tallest buildings are generally found in a city is the

1. administrative zone.
2. warehouse zone.
3. industrial zone.
4. residential zone.

N39

---

For what purpose is the greatest amount of land area used in a metropolitan area?

1. Industrial.
2. Residential.
3. Commercial.
4. Administration.

N40

---

A common reason for the rural-urban drift is

1. traffic congestion.
2. air pollution.
3. employment opportunities.
4. high land prices.

N41

---

Questions to (N42 to N44) refer to the information shown below.

*Some Geographic "features" of urban settlement in Australia.*

1. Cities often develop near ports.
2. Offices, banks, and other financial institutions are found close to the city centre.
3. Shops and warehouses are frequently located close to the city centre, near railway stations, along main roads, and at road junctions.
4. Older houses are located near the centre of the city and are often terraced or semi-detached.
5. When the land on which older houses are built becomes more valuable, it is often sold and may be used for multi-storey housing or as a site for manufacturing.
6. New high-density buildings such as flats and home units may be found near the centre of the city where older buildings have been demolished, beside railway stations or near main roads where fast transport to the city is available.
7. Certain parts of the city with special features, e.g. harbour or beach frontage, excellent views, pleasant surroundings, become high class residential areas where expensive homes are built on high-priced land.
8. Because of distance from the city core and because they lack especially attractive qualities, outer suburbs usually have moderate-priced housing.

Areas where high class residential development occurs, are usually located

1. close to the centre of the city.
2. where older terraces have been demolished.
3. in areas with specially attractive features.
4. near railway stations and road junctions.

N42

---

Land becomes available for multi-storey housing and manufacturing sites because

1. it lacks any specially attractive qualities.
2. it becomes too valuable for single dwellings.
3. new roads and railways are pushed out into the suburbs.
4. it is located close to a beach or harbour frontage.

N43

---

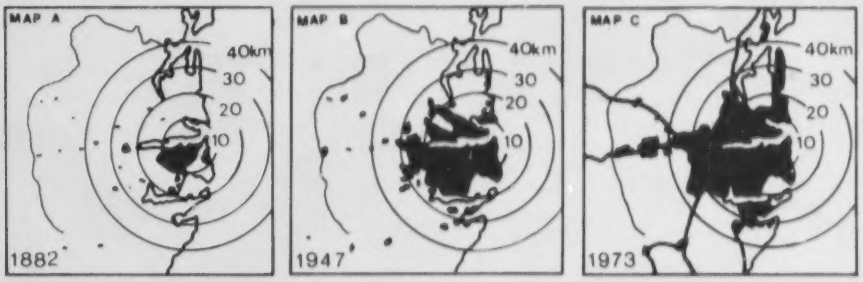
The main influence on the location of wholesaling establishments is proximity to

1. high class residential areas.
2. suburban railway stations.
3. transport arteries.
4. suburban, low cost housing.

N44

---

Questions to (N45 to N46) refer to the maps below.




In 1882, Sydney extended for 10km out from the city centre. By 1973 this had grown to

1. 15km.
2. 20km.
3. 25km.
4. 30km.

N45

---

In which direction has most of the growth occurred?

1. North-easterly.
2. South-westerly.
3. North-westerly.
4. South-easterly.

N46

---

Questions to (N47 to N49) refer to the information shown below.

URBAN SETTLEMENT IN AUSTRALIA 1977

| POPULATION SIZE OF URBAN CENTRE | NUMBER OF URBAN CENTRES | PERCENTAGE OF TOTAL POPULATION |
|---|---|---|
| Over 500 000 | 5 | 57 |
| 100 000 to 500 000 | 8 | 7 |
| 10 000 to 100 000 | 67 | 12 |
| 1 000 to 10 000 | 429 | 10 |
| Less than 1 000 | 44 | 0.3 |

Source: Australian Bureau of Statistics.

The percentage of Australia's population resident in the five largest cities in 1977 was

1. 7%
2. 12%
3. 57%
4. 67%

N47

---

The percentage of Australia's population resident in rural areas in 1977 was less than

1. 7%
2. 8%
3. 11%
4. 14%

N48

---

The most frequently occurring urban areas contained populations of

1. less than 1 000.
2. between 1 000 and 10 000.
3. between 10 000 and 100 000.
4. more than 100 000.

N49

---

Questions to (N50 to N54) refer to the passage below.

AN INNER SUBURB - ALEXANDRIA

In the early nineteenth century, Alexandria was a small, rural community sending market garden and dairy produce to Sydney. It attracted certain 'offensive' industries because it was located well outside Sydney town at that time. Slaughter-houses and wool-scouring works were located on the banks of a small clear stream that ran through Alexandria on its way to Botany Bay. Local clay was used for brick-making and flour milling was also important. Much of the area remained rural, owned by Chinese and European market gardeners, right up to the early twentieth century.

In the second half of the nineteenth century a railway was constructed to the port of Sydney, the road to Sydney was much improved, and a canal was excavated to Botany Bay. The first world war stimulated the establishment of metal-working industries such as Austral Bronze making copper and brass rods. To make room for these factories, rows of cottages and terraced houses were pulled down in the 1920's; the residents leaving for other suburbs. A few old houses have been converted into small factories producing clothing and furniture which are sold in Sydney. Light industries are attracted to Alexandria because they need to be close to their market, but do not require large sites. Light industries, like small printing works are found side by side with cottages. Other light industries include the manufacture of ice-cream, frozen foods, sunglasses, paints, tools and pipes.

To control future development, a planning scheme has been introduced in which certain areas are set aside for industrial, residential and recreational use. Space is so limited that firms wishing to expand tend to move to the outer suburbs, while high density housing is one solution to the problem of providing accommodation for workers and their families. Nevertheless, 50 percent of the labour force travel into Alexandria from other suburbs.

Slaughter houses and wool-scouring works operated in Alexandria because it was located

1. close to local raw materials.
2. well away from the city centre.
3. close to the city centre.
4. close to a source of cheap immigrant labour.

N50

---

The expansion of Alexandria in the early 20th century came about because of the

1. increased demand for local clay and expansion of the wool industry.
2. increased migration and expansion of the market gardens.
3. demolition of old houses and the construction of high-rise dwellings.
4. improvements in transport and increasing demand for metal products.

N51

---

Older housing in Alexandria was pulled down in the early 20th century to make way for

1. terraced housing.
2. low value residential areas.
3. an increasing number of factories.
4. market gardens.

N52

---

Alexandria became a centre for light industries because factories

1. must be built close to workers' cottages.
2. must be built close to a supply of materials.
3. required smaller sites closer to Sydney.
4. required large sites for raw material storage.

N53

---

What measure is being taken to solve the housing problem in Alexandria?

1. Terraced cottages linked to the factories.
2. High density multi-storey housing established.
3. Brick veneer cottages built on large blocks of land.
4. Flats built above the small factories.

N54

---

"Australia is the most urbanised country in the world. About 86 Australians out of every 100 live in urban areas."

The above statement means that in comparison to other countries in the world, Australia has

1. a higher proportion of urban dwellers.
2. more urban areas but they are smaller.
3. less urban areas but they are larger.
4. a smaller proportion of urban dwellers.

N55

---

An urban area with a population from many ethnic backgrounds is said to be

1. cosmopolitan.
2. concentrated.
3. metropolitan.
4. concentric.

N56

---

Questions to (N57 to N59) refer to the paragraph shown below.

MANUFACTURING IN THE CBD

Near the city centre, but outside the zone of highest land values, there is usually considerable manufacturing. Some of it is a historical relic of times when the city was small and when access to railway terminals was very important. It is being pushed out to the suburbs by the cramped conditions, high land values, unsuitability of old buildings and difficulty of access to main road transport. There is also much manufacturing which is not in decay. It is generally in small units, and of the type which does not consume large amounts of energy and uses little space. For industries which are not highly mechanised, the CBD offers the attractions of old buildings and upper floors which may be used for manufacturing and access to cheap labour in nearby low income residential districts. There is the possibility of linkages with other manufacturers and services, and close contacts with wholesalers and retail outlets. These relationships are important to the clothing and the printing and publishing industries, which are most characteristic of the outer part of the CBD. Other industries include food processing, certain furniture making and pottery, all supplying the city's market.

Source: A Socio-Economic Geography. D. Gillmor.

A major factor attracting manufacturing to the suburbs is

1. low rental factory space.
2. the lack of a labour supply.
3. higher land values.
4. availability of cheaper energy.

N57

---

Manufacturing activity in inner suburbs is characterised by

1. the need for vast amounts of land and capital.
2. use of cheap labour and a total lack of mechanisation.
3. access to produce markets and rail terminals.
4. use of relatively small amounts of space and energy.

N58

---

Manufacturing industries which exist within the C.B.D. require

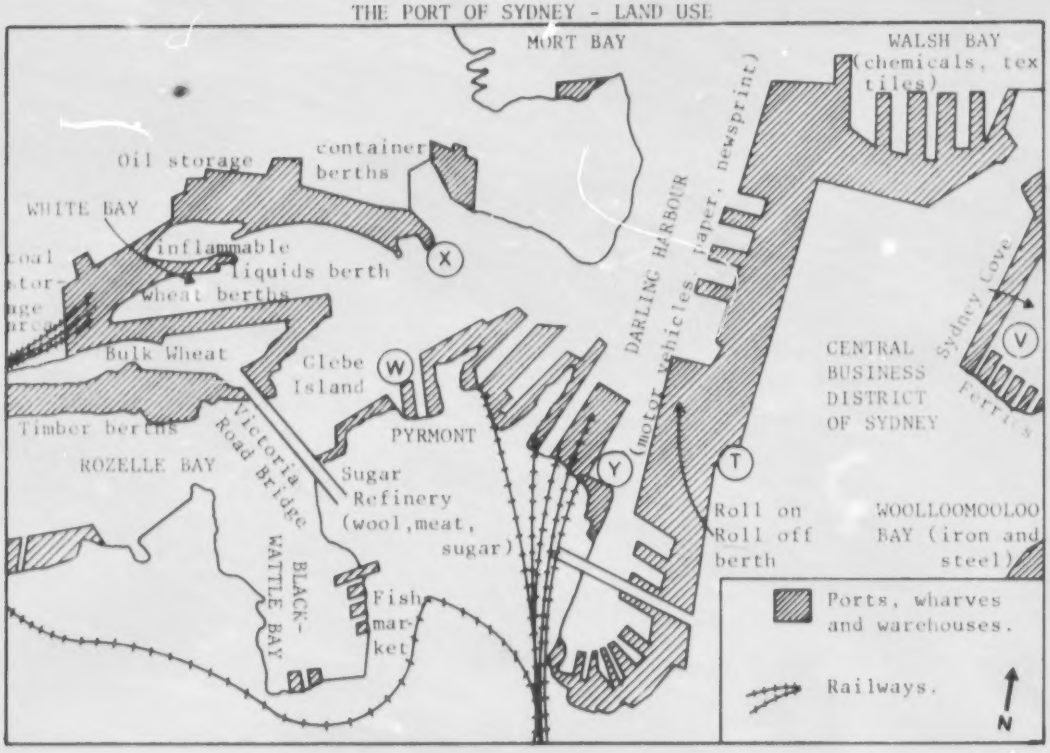
1. close contacts with sales outlets.
2. high levels of mechanisation.
3. access to historical sites.
4. large amounts of cheap energy.

N59

---

Questions to (N60 to N64) refer to the map shown below.

THE PORT OF SYDNEY - LAND USE




The area which provides for modern container handling is

1. T.
2. V.
3. W.
4. X.

N60

---

Most imports from Japan would enter through wharf area

1. V.
2. W.
3. X.
4. Y.

N61

---

An Australian raw material is processed at

1. Woolloomooloo.
2. Pyrmont.
3. Glebe.
4. Rozelle.

N62

---

The zone of the city shaded on the map is best described as

1. a commercial and administrative zone.
2. an industrial and residential zone.
3. a storage and transportation zone.
4. a business and residential zone.

N63

---

A major function of the area around the Darling Harbour wharves would be

1. retailing.
2. wholesaling.
3. warehousing.
4. manufacturing.

N64

---

Questions to (N65 to N71) refer to the passage and map shown below.

Moranbah on the Map. From the Courier-Mail, 26/1/71.

Postcode 4744 - that is Queensland's newest address, currently shared by the 60 families who already live in the $10 million Central Queensland township of Moranbah.

First families began moving in to the completely-planned township (with an eventual population of about 2500 forecast for mid-1973) early this month.

The town, 110 miles south-west of Mackay, on an 110 acre site, is not yet shown on road maps.

But it is destined to play an important role in Queensland's future, as a "servicing" and residential centre for two of Central Queensland's major coal projects - at Goonyella and Peak Downs.

Moranbah (pronounced "More-an-bah") named after the historic Moranbah cattle station five miles away across the Isaacs River - is situated roughly half-way between the two mines - with Goonyella to the north about 16 miles away, and Peak Downs, down the track 18 miles

On January 10, the first 18 families arrived at the neat three and four bedroom homes. Today 60 families are living at Moranba. and by the middle of February, the family numbers will have doubled.

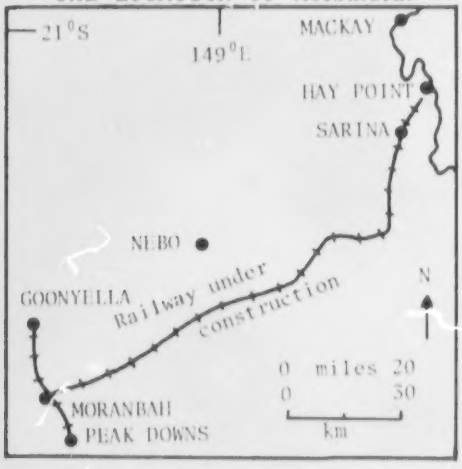
More than 100 homes, some of them being built by the Housing Commission, others by a contractor are now complete. Eventually, Moranbah will boast 600 houses, with about 435 occupied by employees at Goonyella and Peak Downs, and the rest occupied by people employed in the town itself.

Apart from the novelty of the total planning concept, Moranbah is also unique in that it is Queensland's only township completely surrounded by a four foot high fence.

The fence was constructed to keep straying stock from wandering down Moranbah's streets, chomping on the flower and vegetable gardens that are already appearing.

Businesses housed in the centre will include a butcher, baker, grocer, newsagent, restaurant, chemist, draper, hairdresser, electrician, postmaster and - like any small Queensland town - a T.A.B. agency.

THE LOCATION OF MORANBAH



The first settlement of this new town took place on the

1. 26th January, 1961.
2. 10th January, 1971.
3. 26th January, 1971.
4. 10th January, 1973.

N65

---

On the 26th January, 1971 how many families were living in the town?

1. 18
2. 60
3. 100
4. 600

N66

---

Which direction is Moranbah from Mackay?

1. South-west.
2. North-east.
3. South-east.
4. North-west.

N67

---

The mineral to be mined at Goonyella and Peak Downs is

1. gold.
2. coal.
3. iron ore.
4. silver.

N68

---

Apart from the role of being a residential centre, Moranbah's other major role is to be a

1. site for a service station.
2. camp for service men and women.
3. service town.
4. place for religious services.

N69

---

The majority of workers who reside in the new town will be employed

1. in the town.
2. on the cattle station.
3. in the mines.
4. on the railway.

N70

---

Moranbah is to be surrounded by a four foot high fence to protect the

1. cattle from the dingo attacks.
2. flower and vegetable gardens.
3. cattle from speeding motorists.
4. inhabitants from cattle stampedes.

N71

---

Questions to (N72 to N75) refer to the passage below.

The Street in an Italian Town

The Australian street is a means of getting from where you are to where you want to go. The Italian street is the actual stage of life itself. Business, courting, visiting, dancing, politics are all found there. It is often better equipped than the houses - fresh running water in fountains where children can wade while mothers sew, wash-houses where the women can do the family wash and public bath houses.

The Australian street with its open ends acts like a sluice for traffic. The Italian street is quite different. Seldom straight and open-ended, it is lined with irregular buildings which provide a wide range of nooks and cul-de-sacs (dead ends). Often there are no footpaths. People stroll down the centre of the street especially on a Sunday or in Spring. The streets belong to them. Here is a social world where children can escape the strict discipline of school and home. Here is where men and women meet and where women momentarily escape the drudgery of housework.

From Here and Beyond, Milliken H.C. Shaw J.H. Kirkwood F.G.

The paragraph suggests that the main function of the street in an Italian town is

1. transportation.
2. social.
3. commercial.
4. industrial.

N72

---

A street in an Italian town is an important centre of communal activity because it

1. is closed to traffic.
2. has many facilities not found in the houses.
3. carries constant commuter traffic.
4. is used as a school for the children.

N73

---

Why are the Italian streets referred to in the passage so different from those in Australian towns?

1. Italian towns were built during the 'Automobile era' so that streets are mainly thoroughfares.
2. Australian city streets are often more comfortable than the neighbouring homes.
3. Australian towns are poorly planned.
4. Italian town streets are historically much older, being built before the 'Automobile era'.

N74

---

Why are Italian streets referred to as the "actual stage of life"?

1. Most Italians have no homes and actually live in the streets.
2. Many Italians live a good part of their lives in the streets.
3. Stages are set up in the streets and players act out Italian life.
4. Most Italian streets were recently planned by trained Town Planners.

N75

---

The functions which dominate the C.B.D.'s of most urban areas in Western Countries are

1. manufacturing and residential.
2. commercial and administrative.
3. recreational and industrial.
4. commercial and industrial.

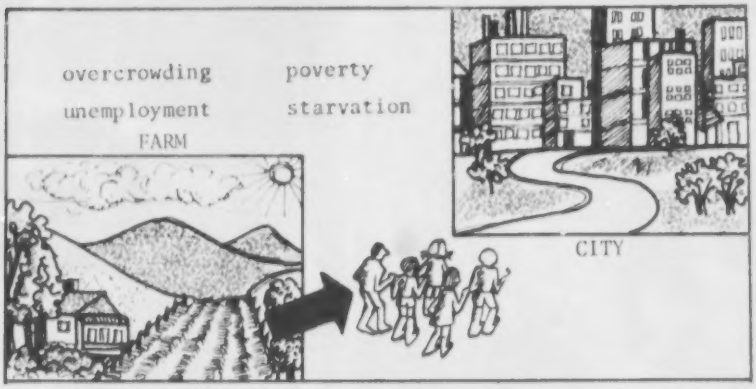
N76

---

Questions to (N77 to N79) refer to the diagram below.

SOME FACTORS CAUSING RURAL - URBAN MIGRATION

(a) 'PUSH' FACTORS




(b) 'PULL' FACTORS

The diagram suggests that people move from rural to urban areas because of

1. government policies.
2. city entertainment.
3. a number of 'push' and 'pull' factors.
4. the congestion already existing in the cities.

N77

---

In Australia, the drift of people from rural to urban areas has resulted in

1. a decline in total rural production.
2. lower incomes for farmers remaining on the land.
3. the decline of many small country towns.
4. a decline in the Australian standard of living.

N78

---

In Australia, the government policy aimed at reducing the migration to metropolitan areas is called

1. urban renewal.
2. anti-pollution legislation.
3. the white Australia policy.
4. decentralisation.

N79

---

Questions to (N80 to N82) refer to the information below.

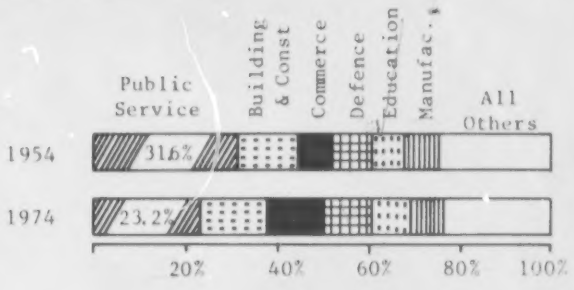
CANBERRA - Employment Structure of the Workforce

Number of Public Servants

1954 - 4000
1974 - 9000

Total Workforce

1954 - 13 350
1974 - 42 500




During the period 1954-74 Canberra's workforce has

1. declined.
2. doubled.
3. remained constant.
4. more than trebled.

N80

---

According to the above information, the majority of Canberra's workforce in 1974, was engaged in

1. primary industry.
2. secondary industry.
3. manufacturing industry.
4. tertiary industry.

N81

---

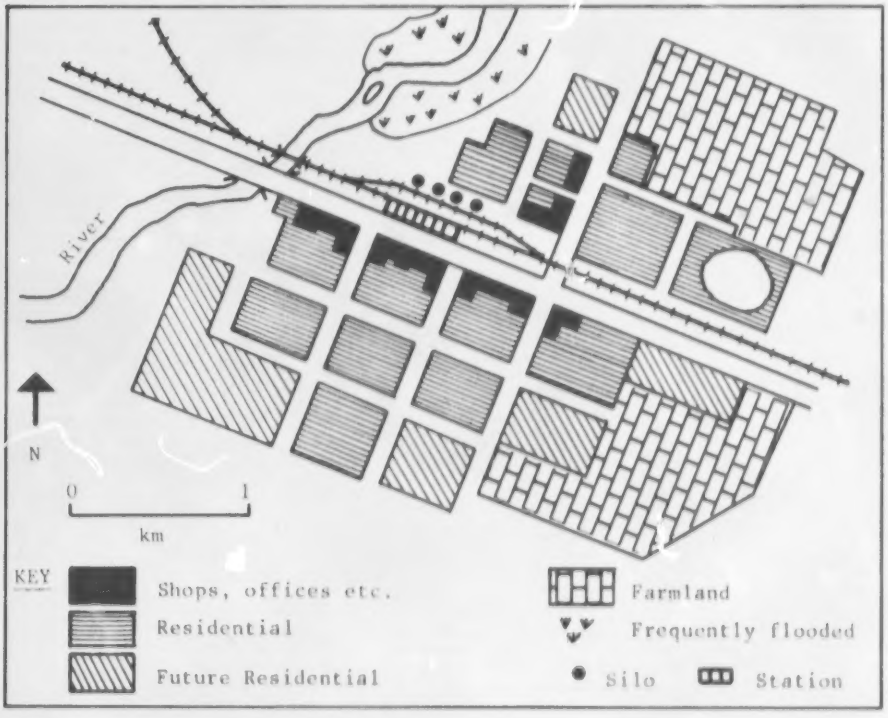
The total number of Public Servants in Canberra between 1954 and 1974

1. decreased by 5000.
2. increased by 5000.
3. decreased by 29 150.
4. increased by 29 150.

N82

---

Questions to (N83 to N86) refer to the map below.




The original settlement was probably built on this site because of the

1. building of silos.
2. ease of defending the site.
3. river crossing point.
4. presence of shops and offices.

N83

---

The main commercial area is located on the southern side of the railway because the

1. railway station and main road are on the southern side.
2. silos are located on the northern side.
3. residential areas are all on the northern side.
4. northern side is all zoned for housing and industry.

N84

---

The street pattern in the urban area is

1. radial.
2. rectilinear.
3. linear.
4. random.

N85

---

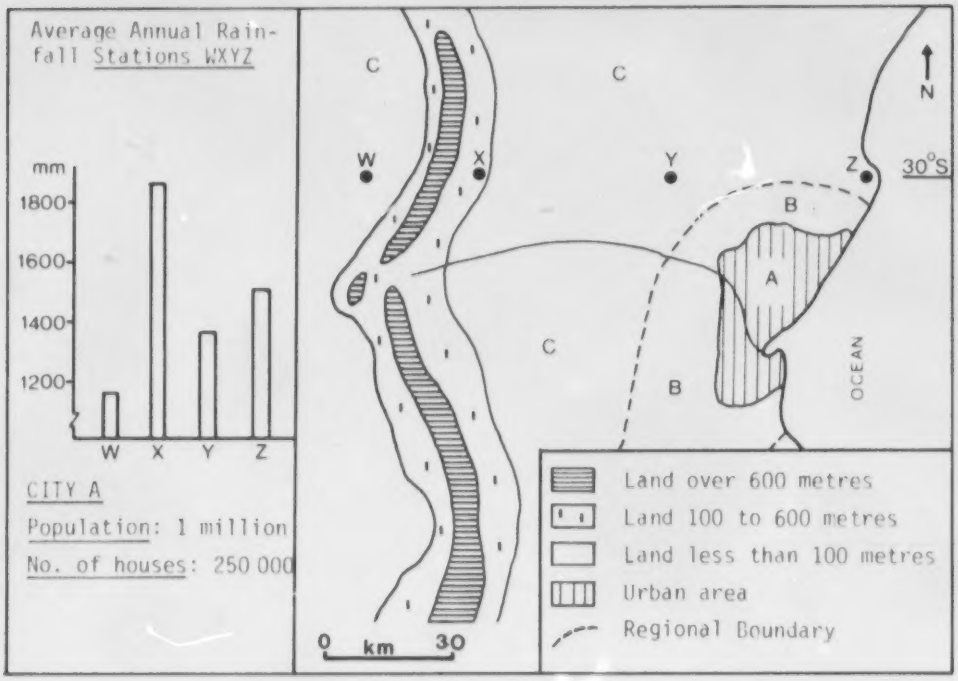
An indication that this urban area is expanding is the

1. location of the shops and offices.
2. provision of land for more housing.
3. location of farmland close to the town centre.
4. availability of land west of the river.

N86

---

Questions to (N87 to N91) refer to the information and map below.




The average number of people per house in City A is

1. 0.4
2. 4.0
3. 4.4
4. 40.0

N87

---

The regions B and C are called the city's

1. outback.
2. foreground.
3. hinterland.
4. infield.

N88

---

The food item most likely to be produced commercially within the built up area is

1. fruit.
2. meat.
3. vegetables.
4. bread.

N89

---

The food items most likely to be produced in region B are

1. bread and beef.
2. eggs and fruit.
3. sugar and milk.
4. flour and apples.

N90

---

The <u>prevailing</u> winds in the area shown in the map would be from the

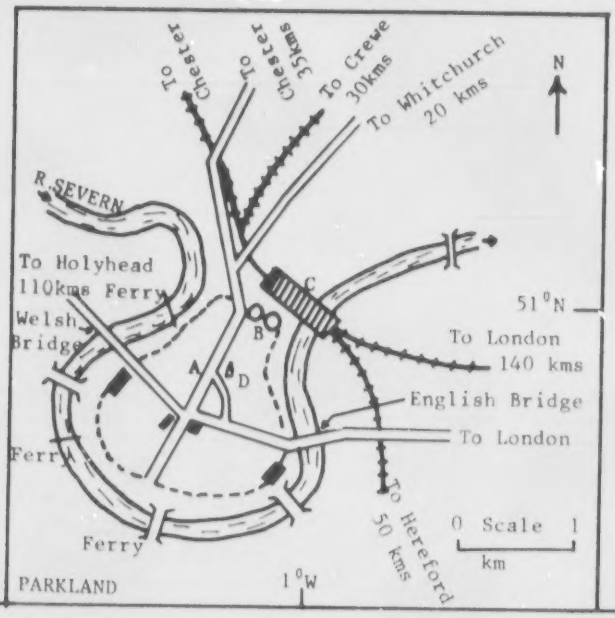
1. north.
2. south.
3. east.
4. west.

N91

---

Questions to (N92 to N95) refer to the maps and sketch below.

MAP OF SHREWSBURY




KEY

The position of the old walls.

A. The original market place near the church

B. The castle guarding the "neck"

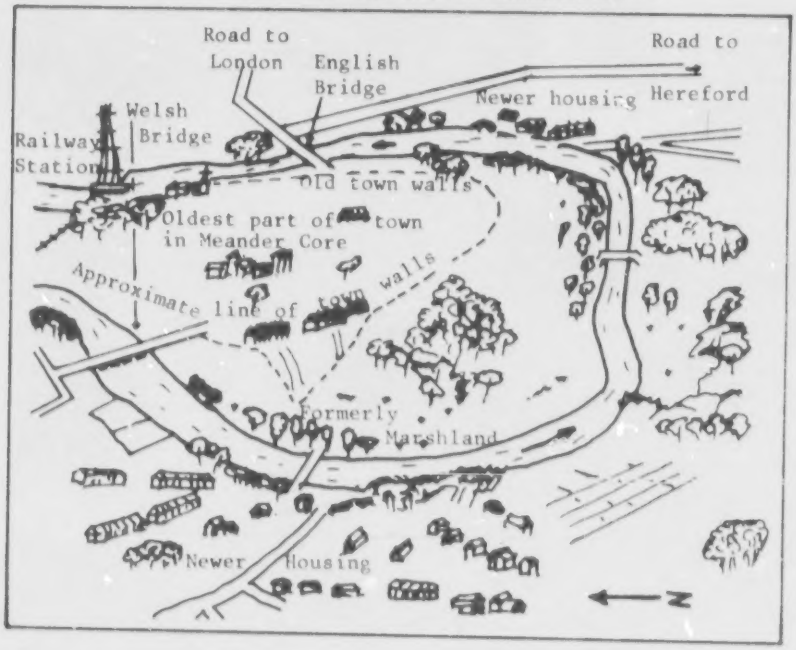
C. The railway station

D. The Principal church

Road

Railway line

FIELD SKETCH OF THE SITE OF SHREWSBURY



The marshy land within the meander of the river has been drained and converted into

1. housing sites.
2. market areas.
3. crop land.
4. park land.

N92

---

Newer housing is located outside the walls of the city because

1. the land is more fertile.
2. of the better view of the river.
3. of the shortage of suitable land within the walls of the city.
4. of the proximity of the main roads.

N93

---

The railway station has most likely been built partly across the river because

1. of a good supply of water.
2. the river dries up most of the time.
3. of lack of land.
4. it acts as a scenic feature for train travellers.

N94

---

The town that is closest to Shrewsbury by road is

1. Crewe.
2. London.
3. Chester.
4. Whitchurch.

N95

---

Questions to (N96 to N101) refer to the passage shown below.

TWO URBAN AREAS - A COMPARISON

Kuala Lumpur is the Federal capital of Malaysia. It is located in the State of Selangor and has a population of 400 000.

The CBD is well developed in both Sydney and Kuala Lumpur. Department stores are generally lacking in Kuala Lumpur; there is a multitude of small stores in the CBD rather than large stores but specialisation is not as evident as it is in Sydney. This is due to the difference in size of the two cities and the lower threshold of Kuala Lumpur, both in terms of income level and the total income of the district served.

In Sydney the areal development of the city has been star-shaped with infilling between lobes. In Kuala Lumpur there is more open space within the city boundaries, a result of the hilly nature of the site of the city.

The CBD of Kuala Lumpur is much more densely populated than Sydney except in the very central multi-storeyed commercial and government buildings district. The higher level of population in the CBD of Kuala Lumpur is due to the habit of Chinese shopkeepers living above their shops and the lower value of land in the CBD of Kuala Lumpur in comparison with the CBD land values of Sydney.

Internal regions are well demarcated in both cities. Manufacturing in Kuala Lumpur is concentrated in the Petaling Jaya satellite district and along the airport road, whereas in Sydney, industry tends to be distributed haphazardly throughout most of the city. This is a result of the planned and recent development of industry in Kuala Lumpur since independence and the unplanned long-term development of industry in Sydney. Although there is some manufacturing in Kuala Lumpur, the city originated as a service centre for the local tin-miners and rubber growers and it is this function which is still dominant. Sydney, on the other hand, is a multi-functional city.

Both cities are important centres of government. Kuala Lumpur is the site of the Federal Government of Malaysia, and Sydney is the site of the State Government of New South Wales. Both cities have substantial buildings housing government departments and much of the architecture of the government buildings in each city is similar.

Unlike the city in Australia in which people are largely distributed according to their wealth, in Kuala Lumpur, certain sections of the city are recognised as predominantly Chinese, Malay and Indian. There is also a well-recognised area for the wealthy (Kenny Hill) where there is no grouping according to race or religion.

The population density in the C.B.D. in this Asian city is due to

1. high land values and Malaysian traditions.
2. low land values and Chinese traditions.
3. high land values and planned development.
4. low land values and colonial planning.

N96

The differing degrees of specialisation in the C.B.D.'s of the two cities are due to the

1. European influence on the development of both cities.
2. different topography of the city sites.
3. difference in population numbers and income levels.
4. influence of ethnic groups and public transport.

N97

---

According to the passage, the dominant function of Kuala Lumpur is as

1. an industrial centre using local raw materials.
2. a residential centre for outlying industrial areas.
3. a service centre for surrounding primary industries.
4. a port city for the export of local manufactured goods.

N98

---

The population distribution in this South East Asian city is mainly determined by

1. racial origin and wealth.
2. racial origin and religion.
3. occupation and wealth.
4. occupation and religion.

N99

---

The location of industrial zones in Kuala Lumpur is a result of

1. recent planned development.
2. recent haphazard development.
3. long term planned development.
4. long term haphazard development.

N100

---

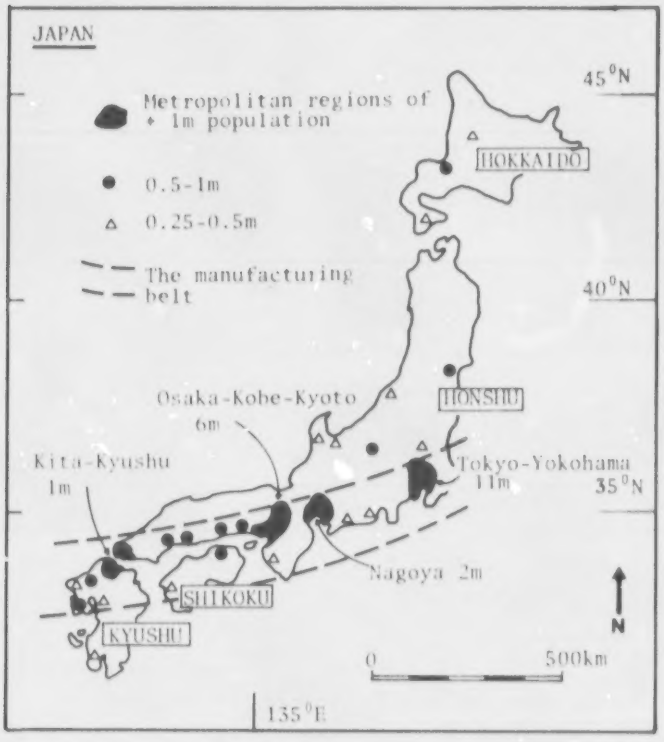
The pattern of large open spaces within the city boundary of Kuala Lumpur is a result of the

1. flat riverine site.
2. large number of racial groups.
3. hilly nature of the site.
4. influence of modern colonial planning.

N101

---

Questions  to  (N102 to N104) refer to the information below on cities in Japan.




The mounting congestion in the large Japanese cities is illustrated by the movement of people in and out of Tokyo. The three central wards of the city have half a million people by night, but over a million more come in to work each day. Fortunately most people travel into central Tokyo by train rather than by private car. Two million passengers use the underground railway each day, many of them coming from 80 kilometres out. The subway system is being enormously extended. In 197[illegible] there was some 320 kilometres of subway, three times the length in 1961.

The figures of 8000 per square kilometre (750 per hectare) in the central wards of Tokyo suggests the extent of overcrowding in older residential areas. By contrast residential areas in Australian cities rarely have more than 40 people to the hectare.

The majority of large Japanese cities are located in

1. Northern Honshu.
2. Northern Kyushu.
3. Southern Honshu.
4. Southern Kyushu.

N102

The number of metropolitan regions with populations over 1 million is

1. two.
2. four.
3. six.
4. eight.

N103

---

The population density per square hectare of Central Tokyo is

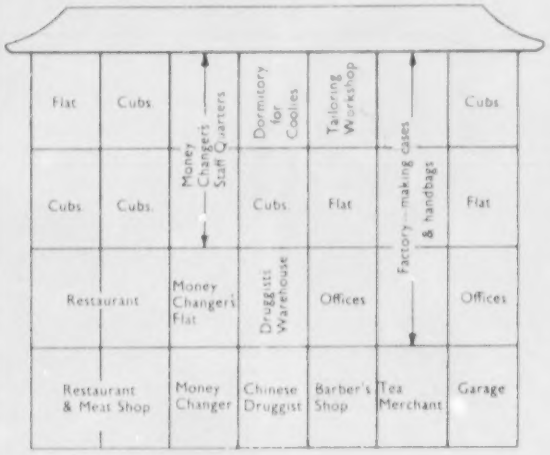
1. 40.
2. 320.
3. 750.
4. 8000.

N104

---

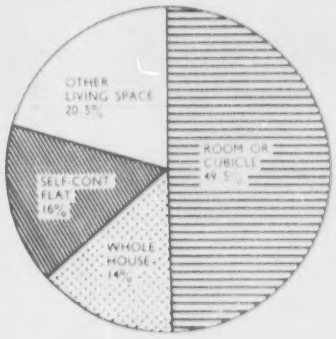
Questions to (N105 to N108) refer to the information shown below.

VERTICAL SPACE USE IN A TYPICAL HONG KONG TERRACE BLOCK




The Government created a Resettlement and a Housing Authority, the former to provide minimum cost accommodation for the poor, the latter to cater for those who could afford to pay more for somewhat better flats. Private enterprise too was busy providing for those who could afford even more spacious flats. The work of the Resettlement and Housing Authorities is apparent as you fly into Kai Tak or enter the harbour.

PERCENTAGE OF HONG KONG RESIDENTS IN VARIOUS TYPES OF HOUSING




N.B. Other living space includes shanties, house boats and hotels.

*Cubs. (cubicle)

The majority of people in Hong Kong live in

1. Shanties and house boats.
2. whole houses and hotels.
3. cubicles or rooms.
4. self-contained flats.

N105

---

The majority of vertical space in a typical terrace block is given over to

1. residential purposes.
2. recreational purposes.
3. commercial purposes.
4. industrial purposes.

N106

---

The vertical use of space in Hong Kong suggests

1. a lack of adequate building land.
2. the desire for community development.
3. a very low income level per family.
4. that commerce is more important than housing.

N107

---

The main object of the Government Resettlement Authority is to provide

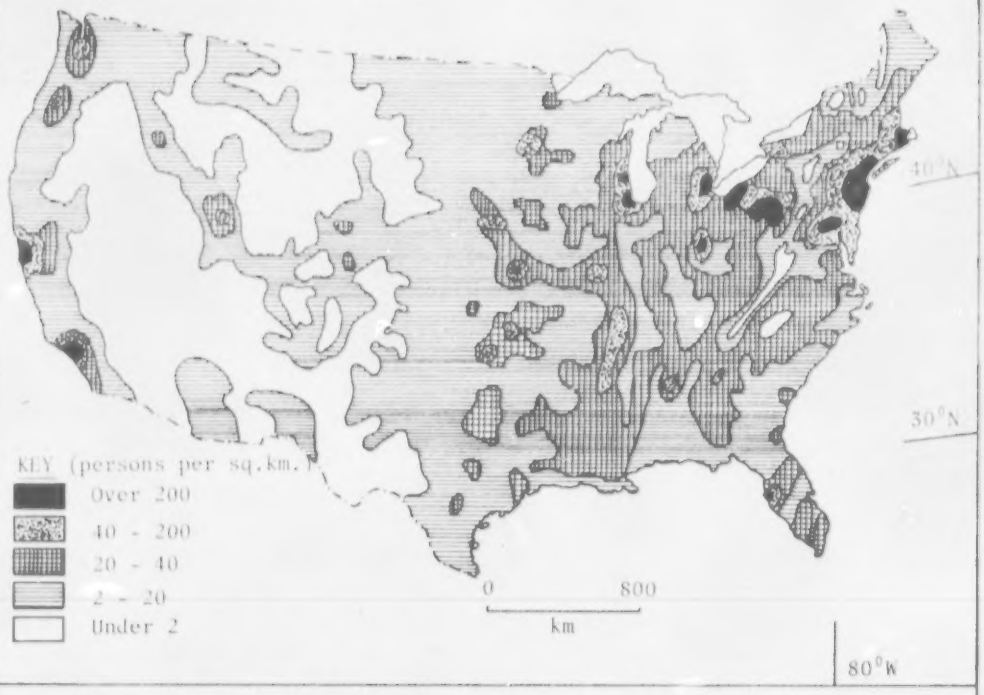
1. shanty style housing.
2. low cost housing.
3. spacious flats for middle income earners.
4. whole house accommodation for the wealthy.

N108

---

Questions to (N109 to N113) refer to the map and information shown below.

U.S.A. - DISTRIBUTION OF POPULATION




Today 70% of the American people live on 2% of the land. Think about that. 142 million people living on 74 000 square miles ... in a country of over 3 million square miles!

No wonder we have problems. Poverty. Crime. Drug addiction. Youth rebellion. Ecological abuses. Many American leaders feel that the nation's environmental problems are related to this lopsided imbalance of population and resource utilization.

THE PROBLEM GROWS WORSE. Things *are* getting worse. One reason: increased population. By the year 2000 there will be 100 million more Americans ... 3 million more people each year to feed, clothe, house and educate.

Then, there is the growing contrast between urban and rural America. As farms have moved to mechanisation and consolidation, the resultant surplus of jobless people have migrated to the cities by the millions in search of a better life. (Three million have left Appalachia since World War II). This movement to the cities has magnified the existing problems of urban congestion and poverty.

As our farm population migrates, rural towns are shrinking in size, opportunity and vitality. To quote the Task Force on Rural Development ... "The commercial farm development has passed them by; urbanization and the population explosion have not yet found them."

The result? More than *half* the nation's counties report continuing population losses. We are beset by overcrowded conditions of increasingly unmanageable urban areas on the one hand while, on the other, we see a decline in the quality of life in thousands of smaller communities.

The evidence indicates that 2% of land on which 70% of Americans live is located

1. in the north-west.
2. around the Great Lakes.
3. in the north-east.
4. west of the Appalachian Mountains.

N109

---

The reasons for increasing urbanisation in the U.S.A. are

1. immigration and population increase.
2. increased population and advanced rural technology.
3. decline in rural production and natural increase in population.
4. increased birth rate and low export prices for rural products.

N110

---

An <u>effect</u> of the migration <u>on the cities</u> is

1. a decrease of problems such as poverty, crime, and drug addiction.
2. the magnification of existing urban problems.
3. a more even distribution of resources.
4. three million more people each year to feed, clothe, house and educate.

N111

---

An <u>effect on the rural areas</u> of the migration to the cities is

1. a major shortage of labour in rural industries.
2. rapidly expanding rural towns.
3. a smaller proportion of the population in rural towns.
4. a surplus of labour in secondary and tertiary industries.

N112

---

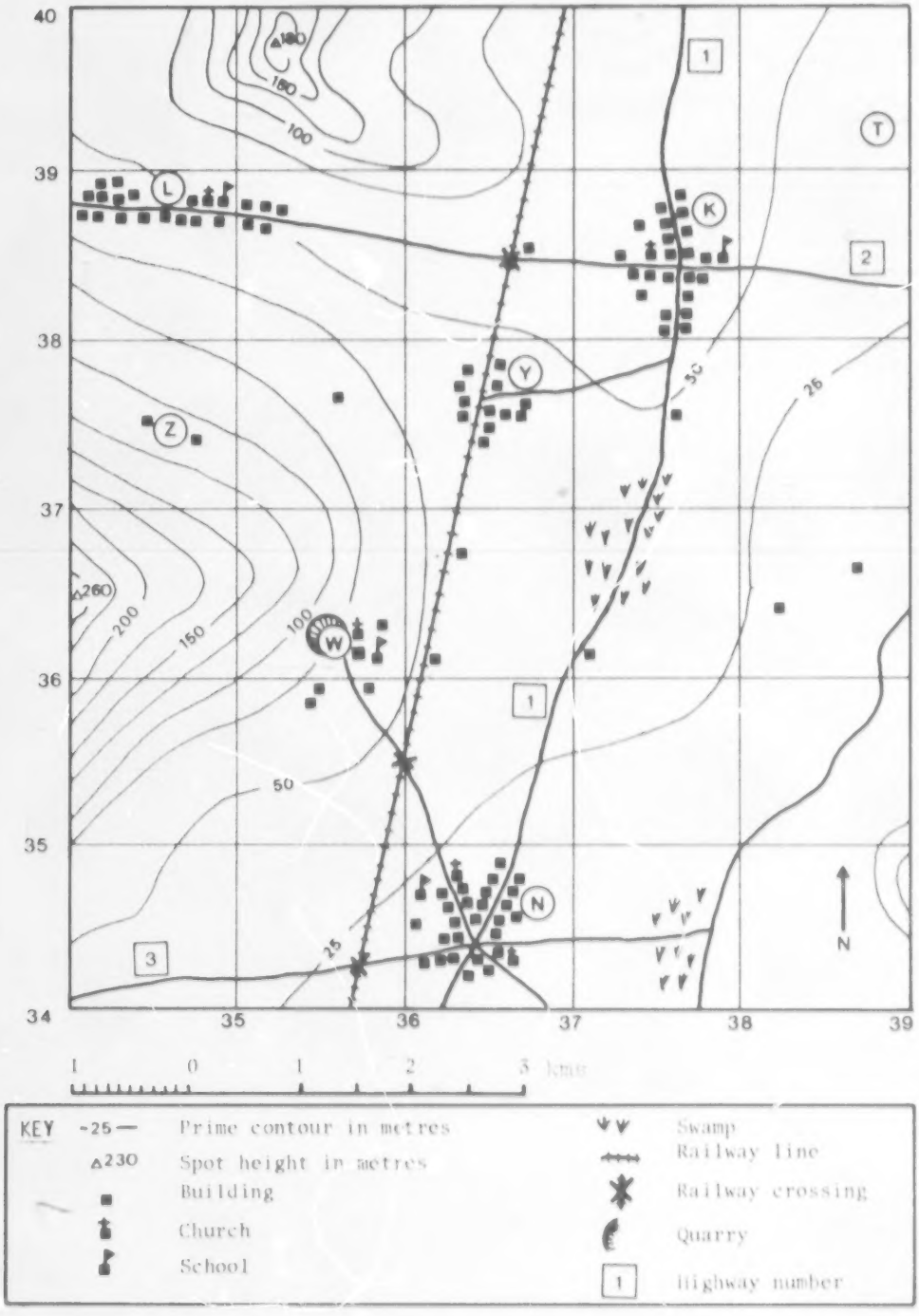
The major problems that can be seen for the future in the USA are

1. a poor life style in urban areas and increased productivity in rural areas.
2. increased problems in congested urban areas and a major labour shortage in rural areas.
3. overcrowded and unmanageable urban areas and decline in the quality of life in small towns.
4. an imbalance of population and resource development in Appalachia.

N113

---

Questions to (N114 to N118) refer to the map below.



The contour interval used on the map is

1. 25 metres.
2. 50 metres.
3. 75 metres.
4. none of the above.

N114

---

The straight line distance in kilometres from the church at L to the railway crossing along highway 2 is

1. 2.0
2. 2.7
3. 3.5
4. 4.0

N115

---

The settlement pattern at L would be described as

1. radial.
2. dispersed.
3. linear.
4. having no distinct pattern.

N116

---

The spot height of the landform to the north-west of K is

1. 50 metres.
2. 80 metres.
3. 180 metres.
4. 260 metres.

N117

---

The most accurate co-ordinates for the Church at W are

1. 375344
2. 363357
3. 344379
4. 357363

N118

---

TOPIC N

URBAN LANDSCAPE

| Question No. | Answer |
|---|---|
| N 1 | 4 |
| N 2 | 2 |
| N 3 | 3 |
| N 4 | 2 |
| N 5 | 3 |
| N 6 | 1 |
| N 7 | 3 |
| N 8 | 4 |
| N 9 | 1 |
| N10 | 1 |
| N11 | 4 |
| N12 | 3 |
| N13 | 3 |
| N14 | 3 |
| N15 | 3 |
| N16 | 4 |
| N17 | 3 |
| N18 | 1 |
| N19 | 1 |
| N20 | 1 |
| N21 | 3 |
| N22 | 1 |
| N23 | 4 |
| N24 | 4 |
| N25 | 2 |
| N26 | 2 |
| N27 | 3 |
| N28 | 1 |
| N29 | 2 |
| N30 | 3 |
| N31 | 1 |
| N32 | 3 |
| N33 | 1 |
| N34 | 4 |
| N35 | 1 |

| Question No. | Answer |
|---|---|
| N36 | 3 |
| N37 | 2 |
| N38 | 2 |
| N39 | 1 |
| N40 | 2 |
| N41 | 3 |
| N42 | 3 |
| N43 | 2 |
| N44 | 3 |
| N45 | 4 |
| N46 | 2 |
| N47 | 3 |
| N48 | 4 |
| N49 | 2 |
| N50 | 2 |
| N51 | 3 |
| N52 | 3 |
| N53 | 3 |
| N54 | 2 |
| N55 | 1 |
| N56 | 1 |
| N57 | 1 |
| N58 | 4 |
| N59 | 1 |
| N60 | 4 |
| N61 | 4 |
| N62 | 2 |
| N63 | 3 |
| N64 | 3 |
| N65 | 2 |
| N66 | 2 |
| N67 | 1 |
| N68 | 2 |
| N69 | 3 |
| N70 | 3 |

| Question No. | Answer |
|---|---|
| N71 | 2 |
| N72 | 2 |
| N73 | 2 |
| N74 | 4 |
| N75 | 2 |
| N76 | 2 |
| N77 | 3 |
| N78 | 3 |
| N79 | 4 |
| N80 | 4 |
| N81 | 4 |
| N82 | 2 |
| N83 | 3 |
| N84 | 1 |
| N85 | 2 |
| N86 | 2 |
| N87 | 2 |
| N88 | 3 |
| N89 | 4 |
| N90 | 2 |
| N91 | 3 |
| N92 | 4 |
| N93 | 3 |
| N94 | 3 |
| N95 | 4 |
| N96 | 2 |
| N97 | 3 |
| N98 | 3 |
| N99 | 1 |
| N100 | 1 |
| N101 | 3 |
| N102 | 3 |
| N103 | 2 |
| N104 | 3 |
| N105 | 3 |

## TOPIC N

## URBAN LANDSCAPE

| Question No. | Answer |
|---|---|
| N106 | 3 |
| N107 | 1 |
| N108 | 2 |
| N109 | 3 |
| N110 | 2 |
| N111 | 2 |
| N112 | 3 |
| N113 | 3 |
| N114 | 1 |
| N115 | 3 |
| N116 | 3 |
| N117 | 3 |
| N118 | 4 |

65967J
D. West, Government Printer, New South Wales — 1979



"END OF DOCUMENT"